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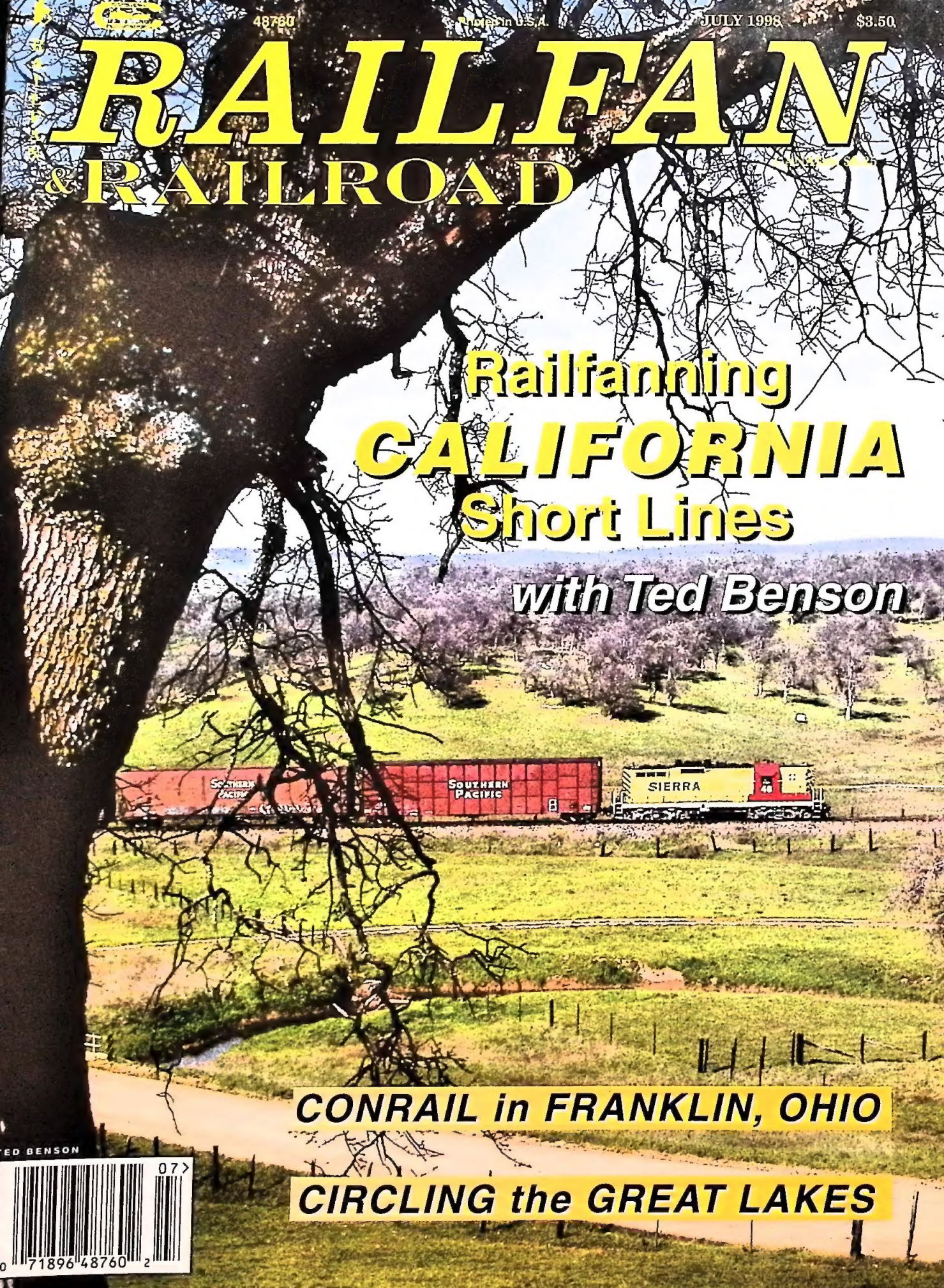

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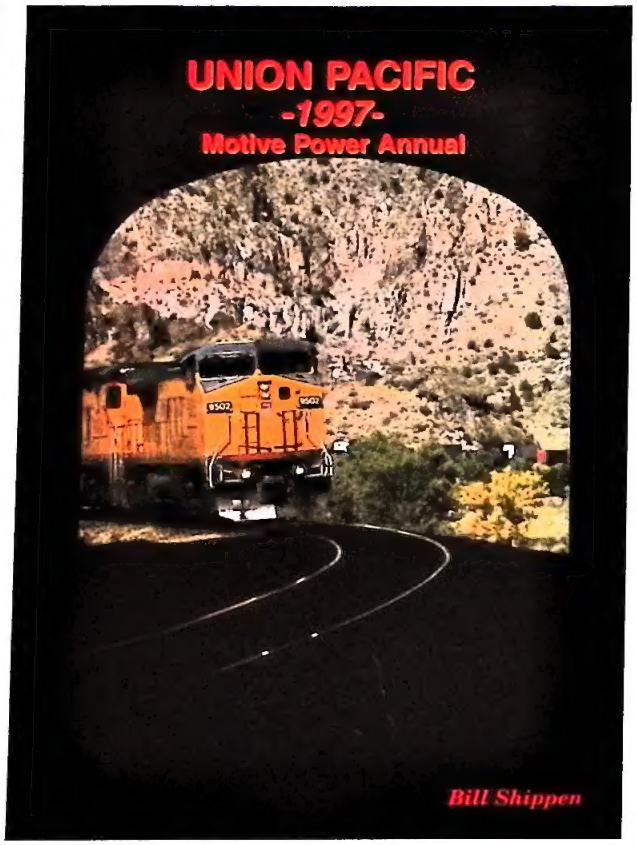

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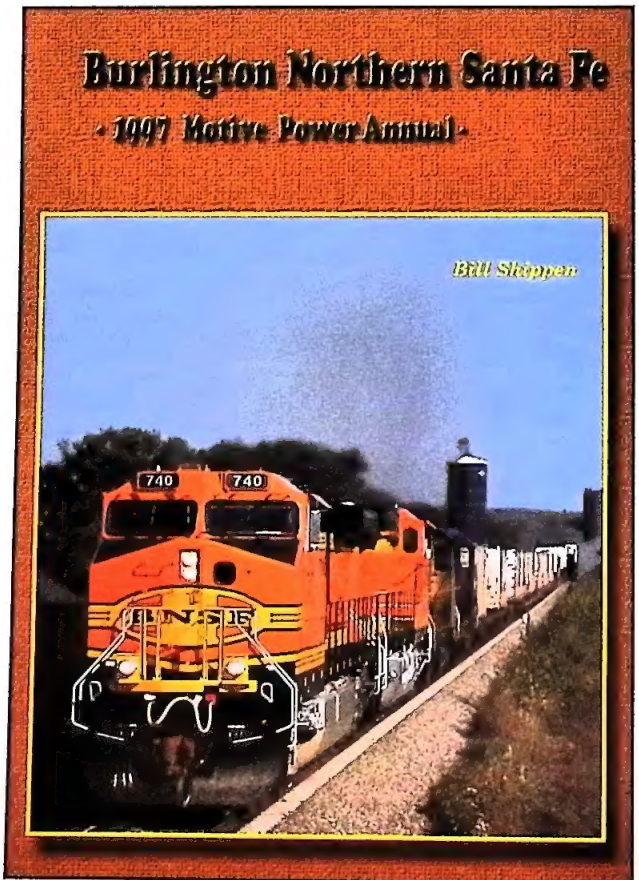

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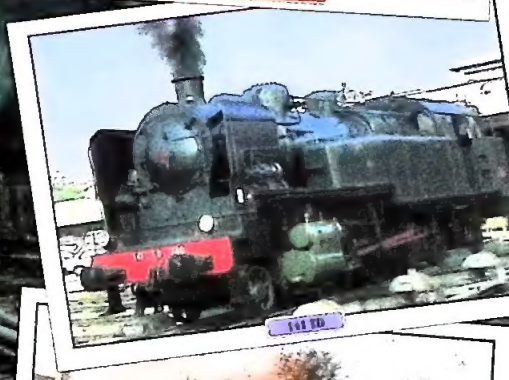

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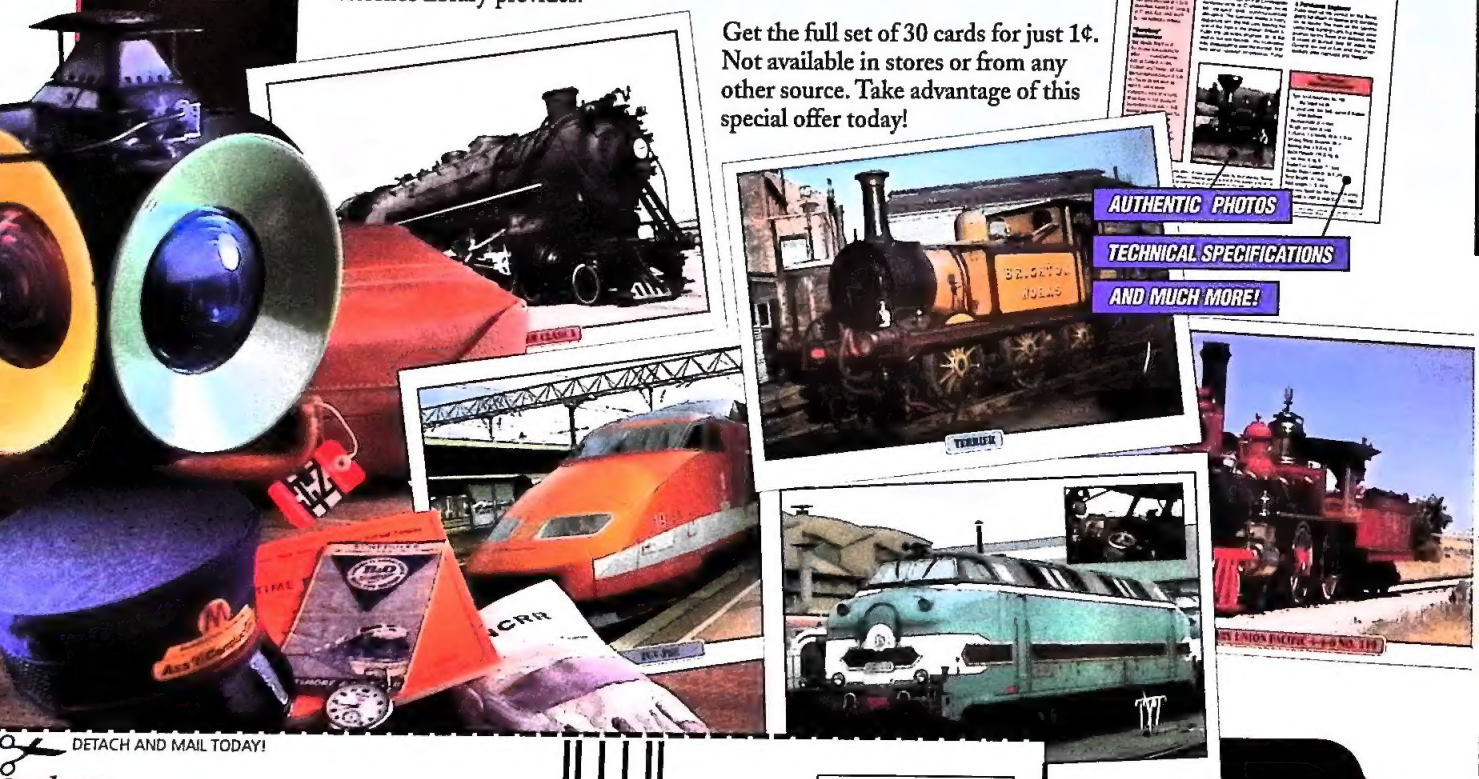

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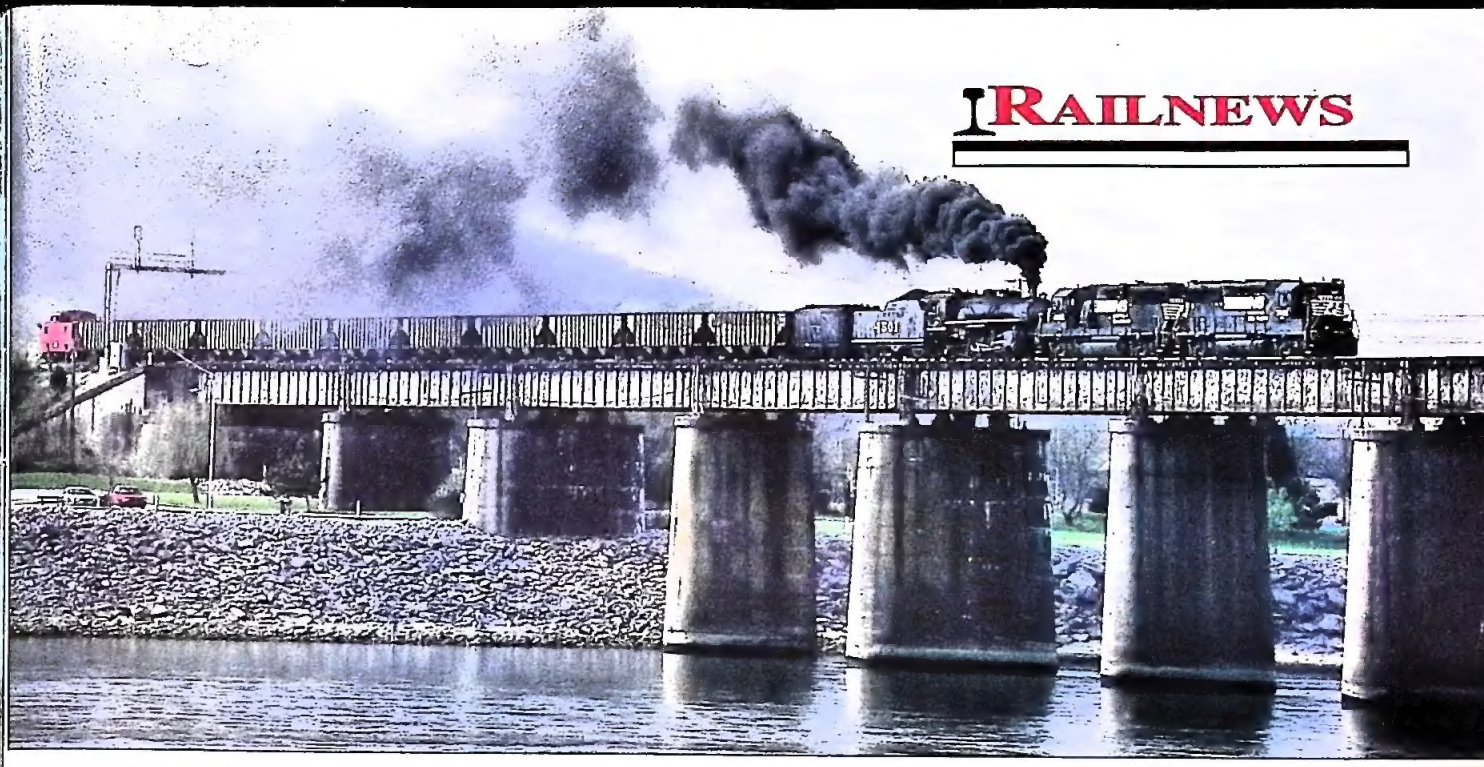

TWO TRANSPARENCIES: DAVID KAPLAN

SOUTHERN RAILWAY'S FAN TRIP MIKADO 4501, currently owned by the Tennessee Valley Railroad Museum, was en route from Chattanooga to Emory Gap (Harriman), Tennessee, on March 29, 1998. Norfolk Southern power led the move, which was seen on the "Tennbridge" over the Tennessee River and leaving Chattanooga (**left**). The engine was used in the Tommy Lee Jones television movie *Rocket Boys*. The Mike was filmed on TVA trackage at the Kingston Steam Plant, masked in N&W livery and with an O. Winston Link cameo appearance as the engineer.

THE CONRAIL INSPECTION TRAIN was deep in CSX coal country at Grafton, West Virginia (**below**), on March 13, 1998, with E8s 4020 and 4021. Conrail and CSX teamed up to run the train from Brownsville, Penn., to Washington, D.C., and then on to Altoona. At Grafton, CSX GP40 6225 was added for dynamic braking.

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From the Publisher's desk:

South Carolina Railroad Museum

South Carolina is about the last place you'd think of seeing four Bombardier multiple unit cars bearing Canadian National livery. But there they were in Winnsboro, South Carolina, on what was once the Rockton & Rion Railway. What is now the RR&W (Rockton, Rion & Western Railroad) was donated to the South Carolina Railroad Museum by Martin Marietta Aggregates in 1983 and currently operates two-and-one-half miles of the line's 11.5 miles of track. The Museum has recently received an ISTEA grant which will be used to refurbish another 2.5 miles of track.

The line's eastern terminus at Rockton is at a junction with the Norfolk Southern Railway (ex-Southern Railway; originally Charlotte, Columbia & Augusta Railroad which General Sherman destroyed part of during his march to the sea in 1864). Equipment on the line includes No. 44, a former Hampton & Branchville 4-6-0, not currently in operating condition. Excursion trains are largely hauled by center cab diesels: No.82 and 33, both 44-ton GE's and No.76, a 50-ton Porter. Two ex-Army SW8s, Nos. 2015 and 2028 are also used on occasion.

Southern dining car No.3157 has just been put in service and the catered, sit-down dinner offered a choice of southern fried chicken or ham as we rolled through the countryside. The 60-car Museum has a variety of cabooses, freight and passenger cars. Many of the cars had been stored at the nearby Air Force base in North Charleston, S.C., located two miles from the ocean; the ravages of salt water on the paint was obvious.

Old portable school rooms house the ticket office, a museum, library and other buildings while the gift shop is located in a baggage car. In the future the group plans to construct an engine shop and equipment maintenance area and extend service to Rion, home of the Anderson Quarry with its blue granite. As with every other railway museum, the line depends on donations and volunteer labor. Further info is available from the South Carolina Railroad Museum, Inc., PO Box 7246, Columbia, SC 29202. You can also call museum vice president Howard Shepherd at 803-796-8540.

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RAILFAN & RAILROAD

JULY 1998/VOL.17 NO.7

RAILROAD / founded 1906 / vol. 120 no.4

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COVER

Oak trees frame Sierra Railway GP9 No.46 leading eastbound empties departing Cooperstown, California, on March 11, 1998. This location is one of photographer Ted Benson's favorites on the Sierra. More of Ted's color coverage of the Sierra appears in photo line on pages 36-37, and we spend a day 'fanning with Ted beginning on page 45. Kodachrome by Ted Benson.

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New Books From TLC

Baltimore & Ohio Cabooses Volume 1-Photos & Diagrams

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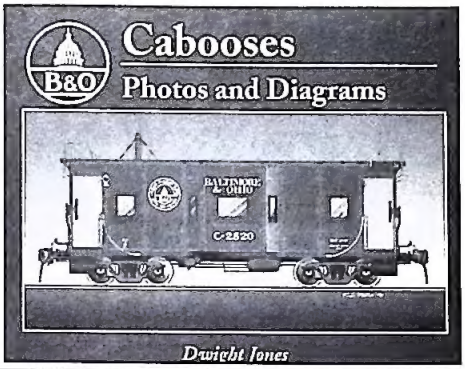

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The first of a new series of books on Baltimore and Ohio Cabooses! Much of the material, most of the photos and all of the diagrams in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors now in circulation on the subject. *Due late June*

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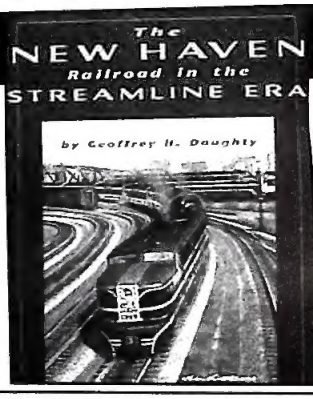

New Haven Railroad In The Streamline Era

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The complex story of the New Haven in the postwar period. Despite its internal troubles, the railroad became a patchwork of color and its trains became emblematic of the administration which strove to alter it's stodgy image. Included are builders photos, a look at the futuristic trains of 1956-57, car roster, and a host of color photographs which lavishly illustrate a fascinating period in the New Haven's history. *This book will be ready in late June.*

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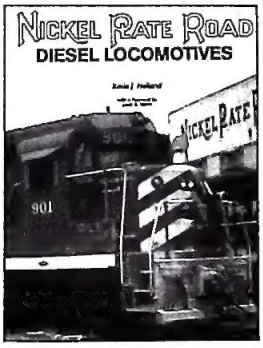

Nickel Plate Road Diesel Locomotives looks at the factors that prompted a dyed-in-the-wool steam stalwart to dieselize, how the task was accomplished and examines a roster that reflected the character of the NKP itself - conservative yet capable, well maintained and able to match or beat just about any challenge. Coverage includes NKP diesels in N&W and NS service. 128 pages with over 200 action, roster and builders' photos, paint and lettering information and complete roster 1942-1964. *NOW AVAILABLE*

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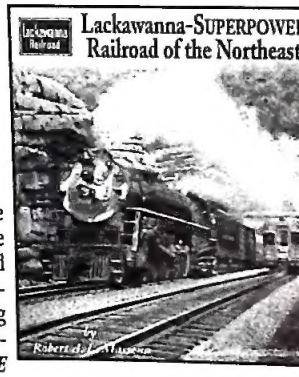

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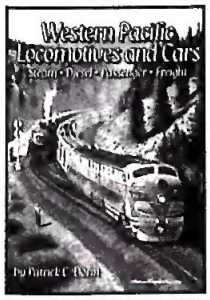

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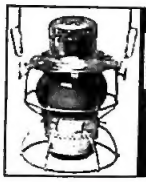

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An Arkansas Alco Farewell

THE FIRST TIME I laid eyes on Tony Hannold, he was standing on a pile of ties, orchestrating a photo runby at the Winslow tunnel with all of the concern of a traffic cop in a busy intersection. You would not normally imagine the president of a railroad such as the Arkansas & Missouri as being so involved in minute details, but that is one reason this railroad is still in business after taking over the ex-Frisco trackage between Fort Smith, Arkansas and Monett, Missouri from Burlington Northern in 1986. Building a customer base for freight service and seasonal passenger excursions have kept things busy ever since.

The A&M has become a railfan's mecca due to it's colorful fleet of well-maintained Alcos tackling 2.67% grades in the beautiful Ozark mountains of western Arkansas. Having overlooked the A&M for the past several years in favor of places like Tennessee Pass, when I learned of their "Railfan Special" scheduled for March 28, 1998, I signed up immediately.

An overnight drive from Fort Worth to Springdale and the specter of yet another El Niño front did not deter the sun from rising into a perfectly clear sky on the 28th. Alco RS1's 20 (ex-Rutland 400) and 22 (ex-Andrews Bay 905) coupled onto the road's combine 102 and coaches 104, 105 and 106. With the business car *Traveller* carrying special guests tacked on the rear, we were on our way towards Fort Smith promptly at 8:00 a.m. with a capacity crowd.

Photo runbys were conducted at the south portal of the Winslow tunnel, and the south end of 160-foot high trestle No.1. With probably 70 or more photographers fighting brambles and steep slopes, it was difficult for everyone to get an unrestricted view. Better luck was had at Lancaster trestle over Frog Bayou, south of Mountainburg. Wide open spaces allowed everyone to get an unpopulated shot of the train backing up and then pulling forward over the trestle, complete with those unmistakable Alco sound effects.

Executive Vice President Lawrence Bouchet, radio grafted to his hand, moved about with such speed all day that I kept looking for the blur behind him and the little wings on his shoes. One of the hundreds of issues he took care of that day was to arrange for me to speak with Mr. Hannold during the lunch break at Van Buren. After making sure everything was in order for the next part of the journey, Tony took a break and we sat on a tie next to RS1 22, which bears his name.

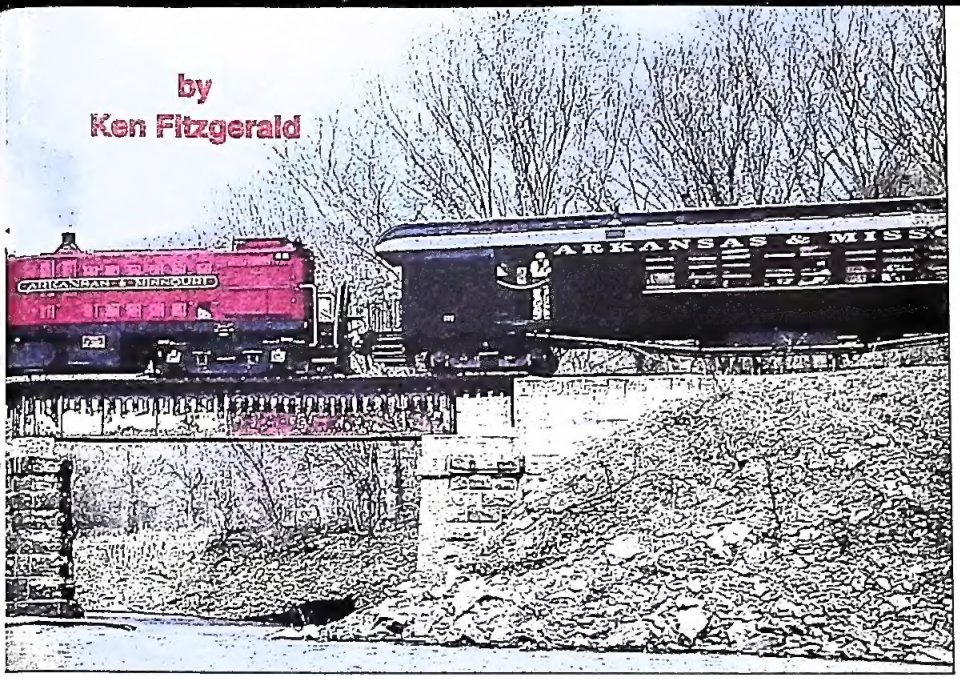
Twelve years at the helm of the A&M on top of a railroad career that began in the early 1960s is a pretty good run, and so Mr. Hannold is planning to retire from the long hours and daily planning of the president's position at the end of May. He will remain as Chief Executive Officer. When asked about his most rewarding challenges at the A&M, he replied "growing this passenger service from a mixed train to what you see here, and building up the railroad's traffic and physical plant."

Although today's railfan special is almost sold out, overall ridership on the passenger train is down, and so it too will retire at the end of this season. "We worked hard on the passenger service, starting with a mixed train, then adding food and hostesses to supplement the scenery, but now we have pretty much run through all of our local population. Tourism is down in this area, and these days people would rather spend their vacations at a casino or on a riverboat than going to ride a train."

The *Traveller* will go to the Livonia, Avon & Lakeville in New York. Disposition of the two RS1s and the other passenger equipment will be one of Tony's next projects. The rest of the Alco fleet will be around as long as the A&M maintains its stockpile of spare parts, and there are knowledgeable shop employees to maintain them. Soliciting outside business for the A&M's air brake shop at Fort Smith, continuing to build the railroad's sand business, and finding loads for the rest of the railroad's more than 700 cars will also keep him occupied.

When I asked about his viewpoint on the current state of Class One railroads, Tony replied that "Class Ones are in a deepening crisis today. If you are an intermodal shipper, for example, you have people in railroad management devoted to getting your train over the road, and heads will roll if it doesn't.

by
Ken Fitzgerald



KODACHROMES. ABOVE: STEVE BROWN / BELOW: KEN FITZGERALD

If you are a small shipper trying to move a dozen cars of lumber, however, nobody cares, and you're going to be out of luck. The mixed freight of small shippers is enough of a percentage of the total freight moving today, if the big railroads don't start paying attention to the little guy, things will only get worse. We thought about getting bigger at one time, but now we are going to concentrate on staying the size we are now, and increasing our local customer base."

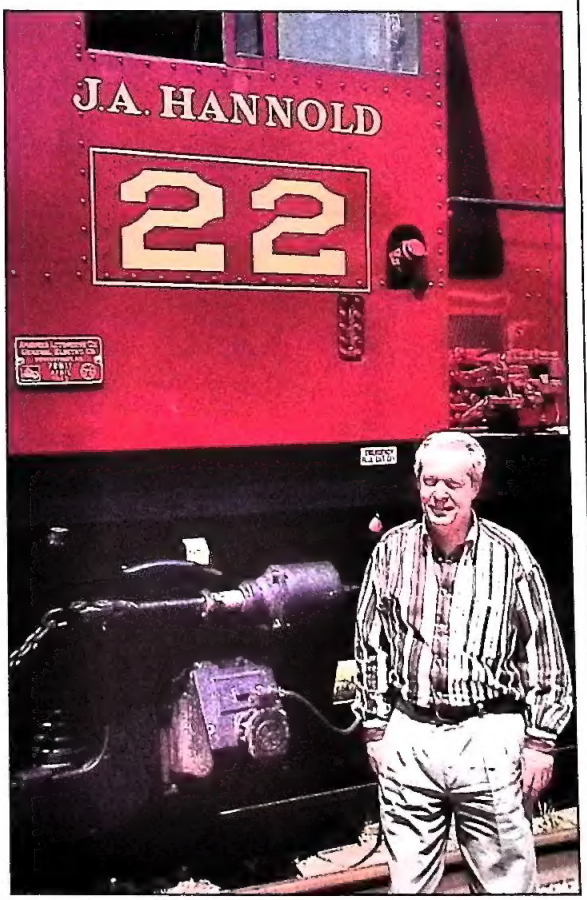
That last statement brought on the inevitable question about the fate of the big ex-Canadian National M630s, the possible operation of which has been the topic of much railfan speculation. "At one time we had plans to run over the BNSF from Monett to Kansas City to interchange with the Missouri & Northern Arkansas. The Century 420's are fine for the runs to Monett and Fort Smith, but we felt that bigger power would be needed to run on the BNSF, and that was where the M630s came into the picture. Things didn't work out however, and so now they will be stripped for parts and scrapped."

When I asked Tony to pose in front of "his" locomotive, it wasn't difficult to tell what is really foremost on his mind right now. "If you want me to smile, just say 'retirement!'"

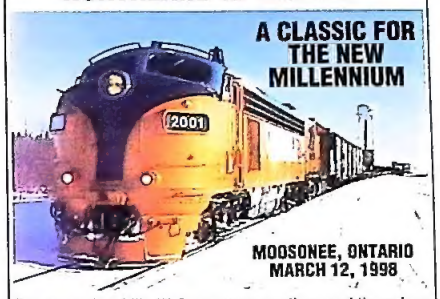
Getting underway again, we moved on to the next photo location, which consisted of the photographers among us detraining and walking down to the east bank of the Arkansas River while the train was posed on the approach span to the huge lift bridge. Even though the line was sold years ago to the A&M, control of the bridge and the first few miles of track on the west side still lies with one of the many BNSF dispatchers in Fort Worth. Once contacted, the dispatcher in Fort Worth checks his bridge sensors, and 15 minutes after a loud horn blows, the bridge drops into position.

Control of the bridge is due to finally transfer to the A&M next month, and all the technology involved in raising and

TONY HANNOLD, retiring president of the Arkansas & Missouri, poses with "his" engine, A&M RS1 22, at Van Buren, Arkansas, during a photographers' special on March 28, 1998 (**below**). That same day RS1s 20 and 22 ran across Lancaster Trestle (**above**).



"LITTLE BEAR - ONTARIO NORTHLAND in WINTER"



Prepare to be chilled!! Snow sweeps all around the cab as you are aboard the GP38 of a trouble-plauged freight. Inspect the recently CAT repowered Fs and ride #2001 on the "Little Bear" Moosonee Mixed. A leaking steam generator combines with clear frigid air to create a billowing spectacle. Visit the Cochrane shop where vintage 1940 boxcars, locos, APUs and passenger consists are attended to. See the snowplow in action. Also included is a ride on the "Northlander" from Toronto, plus 1950s vintage films. Fun: Watch as an 18-foot-wide barge is hauled to tidewater at Moosonee. This video will be a pleasant surprise for those not acquainted with the ONR, and a welcome addition for those who have visited this unique property. One Hour, VHS. Live Video, Narrated. Map and information included. **$24 + $3** postage.

COMING SEPT. 30: "BIG BEAR" - Concluding the ONR story with the "Polar Bear Express" and other operations not viewed on the first tape. Watch for announcement.

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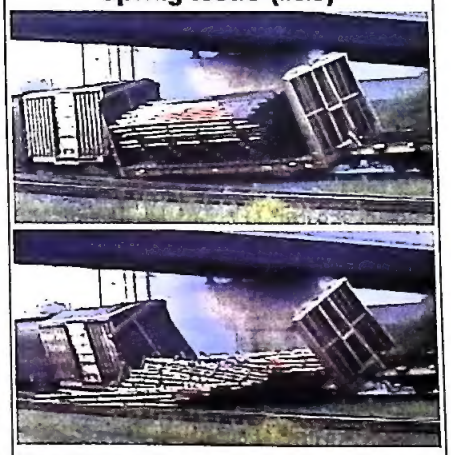
RAILROAD VIDEO QUARTERLY - Spring Issue (#23)



Unusual segment shows a carload of pipe coming to grief, plus an array of GE smokers and flamers on Conrail. Current action in the Tehachapis, New Zealand "side-by-side" steam extravaganza, streetcar comeback on Toronto's Spadina Avenue, 2-8-0 #17 on Crab Orchard & Egyptian Railway in 1985, and several other subjects combine to form two hours of great rail variety. The **QUARTERLY** is always seeking quality amateur video as well as older films. It is one of the few forums where YOU can display your favorite trackside scenes. Over 120 persons to date have participated in this series, and you are invited to contact us for details.

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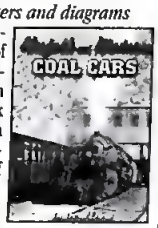

Endlessly long trains of black hoppers carrying ton after ton of "black diamonds" from mine to market were hallmarks of the N&W. Even today a major portion of Norfolk Southern's business is derived from coal. Andrew Dow crafts an interesting story about the development of the N&W's massive coal car fleet.

From the late 1880s through modern times the N&W pioneered many features in its huge and varied fleet. This book is the definitive work on N&W coal carrying cars through the present! Not just a roster book but a detailed and interesting story that includes much history and many wonderful official company photographs that included cars, trains and mine scenes. This book is a must for and N&W fan's library as well as anyone who has an interest in the Pocahontas coal carrying roads or coal. *Due late September.*

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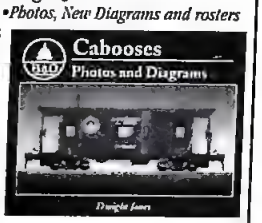

The first of a new series of books on Baltimore and Ohio Cabooses! Much of this material, the diagrams and most of the photos in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate ever produced, correcting many errors out on the subject. *Due late June 1998.*

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FANMAIL

Grading the Heber Valley

After reading the article by Jeff Terry about Union Pacific 618 and the Heber Valley Railroad in the May 1998 RAILFAN & RAILROAD I felt compelled, as his former railroad college instructor, to give him a grade. Jeff did a great job taking us on a wonderful trip on one of the more scenic railroads around. His presentation of the technical, practical and historical aspects reflects his ability to provide the reader with interesting and entertaining information.

I want to thank RAILFAN for printing the article. I also want to thank Jeff for doing a good job with this article, and for being one of the best students I have had at the National Academy of Railroad Sciences at Johnson County Community College in Overland Park, Kansas. Jeff's grade: 246/250.

BILL PODRAZIK
via the Internet

Operating MRS1s

Your very interesting article about the Heber Valley Railroad in the May '98 contains an error on page 40 that needs correcting. The statement ". . . US Army MRS1 No.1813 . . . (is) the only survivor of the EMD's to operate" is in error. The San Diego Railroad Museum, operating out of Campo, California, as the San Diego & Arizona, operates not one, but two, of the EMD MRS1's. No.1809 has been the mainstay of the establishment for more than 10 years. It was joined a few years ago by 1820, which is currently not used very often while awaiting the installation of a spark arrestor. Both units are fully operational. We also operate an Alco MRS1, an Alco RS2, now involved in repairs of the prime mover, and a newly acquired ex-Southern Pacific (Cotton Belt) GP9, handsomely painted in the "Black Widow" paint scheme. These trains operate every Saturday and Sunday.

CHARLES D. FINNEY
Del Mar, Calif.

Boxcars on the Berlin Mills

I enjoyed George Melvin's article on the Berlin Mills Railway in the May '98 issue, but I have one small nit to pick. Unless the road obtained some second-hand cars, all of the Berlin Mills 50-foot boxcars were built by Pacific Car & Foundry, not by Pullman-Standard. There are clear differences between the sides, ends and roofs of the two builders' cars. BMS 201-500 were constructed by PC&F in July and August of 1978. Many of these BMS cars were later leased to other roads and carried different reporting marks,

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although they still wore their original green and white paint scheme.

JIM EAGER
Toronto, Ont.

Berlin Mills railfan

I would like to thank George Melvin on a superb job on the Berlin Mills Railway that appeared in the May '98 issue. Being a railfan from the area, I have been to Berlin several times and have seen the railway for myself. The next time I go, you can bet this article will be with me. You can never have too much information at your fingertips.

Also, being a daily listener of the StL&A, I now know why George sounds so enthusiastic on the radio. He, too, is a railfan. Thanks again, George, for a great article.

MIKE FOX
N. Waterford, Me.

The little Kansas City Southern

I just wanted to tell you how much I enjoyed Barton Jennings' feature article on teh Kansas City Southern in the April 1998 R&R. His photographs are nicely composed as well as being crisp and interesting. And, in an all too monotonous world of railroad writing, Jennings' writing is brilliant. I would like to hear more from this intelligent and articulate man in the future. And his choice of subject didn't hurt, either.

Back in 1962, when I was a management trainee on a large southwestern railroad, I remember visiting with a trainmaster at one of the yards in New Orleans. His memorable words still stick with me — "Son, don't never turn you back on the Kansas City Southern. They're the smartest little railroad going." To fast-forward to 1998, delete "little."

JIM WARSHER
via the Internet

Wrong Appalachian shifter

Thanks for the attractive layout of my article "Appalachian Mine Shifters Then and Now" in the June '98 R&R. It's amazing to me what modern electronic techniques like computer scanning can do to enhance the crispness of reproductions made from color slides.

One especially good reproduction in this article from a difficult Kodachrome at the top of page 41 shows — in a snow storm — an N&W 2-8-8-2 backing, with caboose in lead, its train into Weller Yard, Grundy, Virginia, on the remote Buchanan Branch, while crossing the Levisa Fork of Big Sandy River in December 1959. Due to my apparently running together two separate captions on the caption sheet I submitted, the shifter at Grundy is mistakenly said to be "pushing a long coal train out of Big Sandy Tunnel No. 1 near Kermit . . ."

I hope all the devoted N&W (and Norfolk Southern) fans among your readership will excuse this unintended lapse.

EUGENE L. HUDDLESTON
Okemos, Mich.

Mine runs and shifters

My compliments on an excellent article by Gene Huddleston on the subject of Appalachian mine shifters in the June '98 RAILFAN. Gene is a well informed and long-term student on the subject of placing empties ("mtys") and pulling loads under the hundreds of tipples of the Pocahontas region. It's interesting to note that the Louisville & Nashville didn't call its crews "shifters," but preferred their term "mine run" instead. On just about all the Appalachian coalfield roads though, colorful crew names like "First Roustabout," "Second Pigeon," "Hill Crew" or "Moss Turn" were the preferred identifiers. Today's terms from the World of Computer Hell — U53 or W289 — have as much romance as a wet kiss from your grandmother!

Incidentally, the photo of the repainted NS cab on page 64 of the same issue is in Norton, Virginia, for sure, but it's not "Miller Yard." That facility, now abandoned, was located 18 miles further east on the Interstate Railroad's Guest River line. Miller Yard was the interchange between the IRR and Clinchfield. There's still a controlled siding there on the ex-CRR (now CSX's Kingsport Sub) main line, but the yard is gone. Granted, there is one control point "station" sign for track warrant purposes at Norton denoting the location as MILLER, but that's just an end point for track occupancy rights. Other fairly recent signs around the Norton area include TOP (logically, at the top of the grade!), TEXACO (beside the former location of a gasoline distributorship) and GRAVE (adjacent to a cemetery on the east end of Norton).

RON FLANARY
Big Stone Gap, Va.

Another preserved C&O Mallet

I enjoyed your article on the Pocohontas coal fields in the June '98 issue. In your caption showing Chesapeake & Ohio 2-6-6-2 No.1309 coupling a caboose onto the rear of a coal train, you mentioned that sister engine 1308 is preserved in Huntington, West Virginia. While I am delighted that the 1308 is still around, I thought you would also like to know that the 1309 is preserved at the B&O Railroad Museum in Baltimore. As the last steam locomotive built by Baldwin (July, 1949) for a U.S. railroad, I believe she has earned her preservation there. I am a volunteer docent at the museum.

KEVIN GILLESPIE
via the Internet

No steam plows on Donner Pass

I would like to commend Vic Neves and Jamie Miller for the excellent photo coverage of SP's rotary in "Rotary's Last Stand" in the June 1998 R&R. Unfortunately the information contained several errors. The rotary pictured is not a steam rotary and SP has not operated a steam rotary since 1967. The last SP rotary converted to diesel-electric was completed in 1968. You can clearly see the converted F7B unit that generates power for the rotary located directly behind the rotary in the photo with the crew.

Furthermore, this will not be their last run and SP rotaries will stay for quite some time. Mr. Miller's reference to the rotaries as "venerable snow fighting contraptions" couldn't be further from the truth. The SP rotaries have been modified and refined over many years to meet the unique requirements of plowing the famed "Sierra Cement" — snow with very high water content. The SP rotaries are the exact machine needed for this difficult task. You must take into consideration that Donner receives more snow than any other railroad pass in the U.S. so SP has equipped these rotaries to meet this need.

Yes, Union Pacific rotaries may be newer but in their current configuration they are

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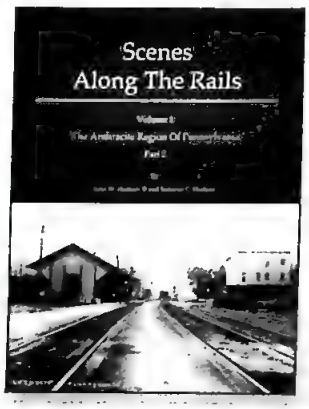

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no match for Donner snows. The wide wings of the UP rotaries lack the structural integrity required by heavy plowing. The UP rotary can only cut a 13-foot-wide path versus SP's 16-foot path. The UP rotary must carry a water car immediately behind the rotary and with four big SD's pushing hard in heavy snow the likelihood of that tank car derailing is considerable. There are several other minor modifications that also would need to be made. After the February operation of the SP rotaries the UP personnel onboard were very impressed and it is safe to say the SP rotaries will remain. The UP did send a rotary out to Roseville this winter but it was sitting in the Roseville shops as the SP rotaries did the work without encountering a single problem. In the words of Jim Mahon, with over 30 years of snow fighting experience on Donner, "It was a perfect operation. It couldn't have gone smoother." Mahon also commented that the retirement of SP's rotaries was simply a rumor with no basis.

DICK DORN
Yuba City, Calif.

Curtis Hill and dynamic breaks

That's a very nice photo spread on Santa Fe's Curtis Hill by Preston George in the May 1998 RAILFAN. It is *still* nice to see great black & white work in among the boring, to me at least, color stuff. In Preston's fine material, the caption under the photo at the top of page 45 should read "Santa Fe Train *First* No.2 . . ." as those look like *green flags* indicating a following section(s) flying from the flag standards on the front of No.2928 — dig out your book of rules and review operating rule No.20.

And I'm trying to determine just what "dynamic *breaks*" are as per the caption under the top photo on page 60. You wouldn't have meant "brakes" would you?

Elsewhere in the May issue, that was a nice piece on the Heber Valley and I enjoyed editor Barry's two pix on the old Erie's route across New York's Southern Tier on page 7 — a line that was, for 36 years, my old "stomping grounds."

And finally on page 23, Clifton Forge is in Virginia, not West Virginia. Don't get those folks riled up again by giving away any more than they lost on June 20, 1863!

J. J. YOUNG, JR.
Charleston, W. Va.

Rule No.20 — "All sections except the last will display two green flags . . ." We can always count on J.J. to keep us straight as far as our rule books are concerned. And, yes, we meant dynamic brakes *on that photo caption. However, for a complete discussion on "dynamic* breaks" *we will refer you to Jim Porterfield's* ON THE MENU *column in the October 1997 R&R* — S.B.

Great Miami's No.230

Thank you for publishing the photograph of our newest locomotive, B23-7 230, in the May '98 issue. I would like to make a few minor corrections. No.230 was built in 1981 and was modified by Locomotive Specialists from Morris, Illinois. The work was performed at the Indiana & Ohio shop in Norwood (Cincinnati), Ohio. Following initial testing on the Indiana & Ohio (DT&I), No.230 was returned to the shop for installation of a Kim Hotstart system. We hope to have the locomotive in service on the Great Miami & Western in Hamilton in a week or so.

Thank you again for publishing Brad McClelland's photograph. We are very proud of our newest acquisition.

FREDERICK L. STOUT
President, Great Miami, Inc.
Cincinnati, Ohio

CAMERA BAG

by JIM BOYD

Living with two cameras

FOR THE PAST FEW YEARS I've been using a pair of Nikon FM2 cameras, which have given me excellent service and have light meters that I understand and with which I get consistent, predictable results. One camera is conventional black and chrome, while the other is macho black. A couple of years ago, however, the light meter crapped out on the black camera, and I relegated it to back-up service, not bothering to send it away to get the meter fixed.

That was probably not one of my swifter decisions.

About two months ago I was loading film into my fully functional chrome FM2 when something in the film transport mechanism slipped a cog, and then entire shutter/film advance system locked up. I was struck with a moment of panic. After a couple of minutes of diddling with the shutter release, film advance lever and the film advance sprocket inside, something went "click" and everything was working again. I was just plain lucky.

But it brought me to my senses! My back-up camera, with no light meter, was not much of a back-up camera at all. The next day I took the black camera with the bum light meter down to the local camera shop and had it sent away for repair. Three weeks and $119 later I was back in the two camera business. Now if the chrome one locks up again, I have a fully functional camera to step in and take over without missing a beat.

And it brought a few things to mind about having your equipment ready for the busy summer railfan photography season. I will keep using the chrome Nikon as my primary camera until I can test shoot a couple of rolls through the black one. Why? It just came back from the shop and is fine!

Yeah. But it might also be "different."

Everything in photography is relative. Tony Koester and I used to have a matching pair of Nikon F's — you know, the cast iron ones made by Grumman that could be pressed into service as sledge hammers. To get the exact same exposures, I would shoot 1/500TH at *f*5.6 and Tony would shoot 1/500TH at *f*4. His lens and shutter were just a bit

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"tighter" than mine, and he knew how to run his camera to get predictable results. The same with mine. We also knew not to trust each other's exposures when translated to the other person's Nikon. In theory, that shouldn't be — but in reality, it worked just fine.

The point is that you should "get to know" your own camera, lens and film combination and decide what you like in your resulting exposures. If you change cameras, there is a possibility that your exposures may change by as much as a stop. It's all a matter of the tolerances in the shutter mechanism, lens aperture and light meter. Only experience will tell you where "normal" is on your camera.

Thus, after a camera is repaired, or if you get a new lens, you should test the exposures before launching off into uncharted territory with it. How many people have ruined their vacation pictures by buying a new camera just before the big trip? They shoot irreplaceable pictures on an untried camera. Not a good idea.

So for a while I'll shoot my two cameras side-by-side with the same film and identical exposures and compare the results. For the one-shot-only action views, I'll depend on the tried-and-true chrome camera and duplicate the exposures on roster views and scenic shots with the black camera and the same film. Once I'm comfortable with the results, I may move over to the black camera as the primary, since its recent overhaul should have put a bit more potential life into it. And hopefully the other one won't lock up again, and it will put in a good service life as the reserve camera.

Incidentally, when using two similar or identical cameras, I try to make them instantly recognizable. The easiest way is with the camera strap — I use a plain black one on one camera and a colorful one on the other (my mother gave me a nice strap for Christmas a couple of years ago with my name stitched on it, which I use on my "primary" camera). That way there's never any confusion in the heat of the chase about which camera you're grabbing.

And sometimes I'll load up the two cameras with different film, just to compare the results. I switched from Kodachrome 64 to Fuji Velvia after a series of tests that way.

If you have two cameras, you'll always be in business, even if one fails. But don't let that second camera continue in service with a major problem — like my bum light meter — or it won't really be the back-up you need when you need it.

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

ROANOKE, VIRGINIA, through June 21. "Trains That Passed in the Night: The Railroad Photographs of O. Winston Link" will be on display at the Virginia Museum of Transportation, with 75 black & white and 10 color prints from the noted rail photographer. Information from the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670.

CHATTANOOGA, TENNESSEE, May 28-31. Southern Railway Historical Association annual meeting featuring 2-8-2 4501 on a photo freight, C&C excursion, tour of DeButts Yard and a train show. Information from SRHA Chattanooga '98, P.O. Box 33, Spencer, NC 28159.

LOWELL, MASSACHUSETTS, June 5-7. Boston Trolley Meet sponsored by Boston Chapter NRHS at the Doubletree Hotel, 50 Warren Street, Friday 7pm-10pm, Saturday 9am-4:30pm, Sunday trip over MBTA. Admission $8, kids under 16 and spouses free, banquet and tours additional cost. Information from Kevin Farrell, Boston Chapter NRHS, P.O. Box 252 Newtown Station, Boston, MA 02258; 978/663-6239 7pm-9:30pm; kevin-f@ici.net.

THE 20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; www.20thcentury.org) will sponsor the following trips from Chicago. Contact the club for more details and prices.
- **June 5-7,** Cumberland, Md., via *Capitol Limited*, visit Western Maryland Scenic Railroad.
- **June 20-27,** Grand Canyon via *Southwest Chief* and Grand Canyon Railway; includes Verde Canyon Railway.
- **July 11-18,** Colorado Rockies via *California Zephyr*; includes Manitou & Pikes Peak and Durango & Silverton.
- **July 18,** Waukegan, Ill., via Metra for lunch at Mathon's.
- **August 8-10,** Circle trip to Milwaukee and Niles featuring ride on ex-C&O tug *Badger* across the lake.
- **September 12-13,** Historic Home Tour in Marshall, Mich., via Amtrak.
- **September 27-October 1,** Algoma Central's Agawa Canyon train, circle tour of Lake Michigan.
- **October 10-11,** Galena Limited charter to country fair.
- **October 15-21,** *Seven Trains in Seven Days* motorcoach tour to Kentucky and Tennessee; trains include *My Old Kentucky Dinner Train* and *Broadway Dinner Train*.
- **November 7,** Flossmoor Station Brewery via Metra.
- **December 26-January 1,** Baltimore via Capitol Limited.

NEW YORK, NEW YORK, June 6. Trip from Grand Central Terminal to Waterbury, Conn., via Metro-North for a ride over the Naugatuck Railroad. Trip departs GCT 8:05am. Tickets $33, seniors over 65 $24, includes Metro-North, Naugatuck, bus connection and tour in Waterbury, railroad shop tour. Order from NY Railroad Enthusiasts, c/o D. Deutch, 217 Springfield Avenue, Hasbrouck Heights, NJ 07604.

WORCESTER, MASSACHUSETTS, June 6. Providence & Worcester excursion to Gardner, Mass., and Groton, Conn., with side trip from Plainfield to Versailles, Conn., using P&W equipment. Photo stops en route. Trip departs Worcester 8:30am. Tickets $49, optional box lunch $7.50. Tickets and information from Mass Bay RRE, P.O. Box 467, Lincoln, MA 01773; 617/489-5277; www.MassBayRRE.org.

WISCONSIN & SOUTHERN RAILROAD will be running the following special trips in Wisconsin using E9A locomotives and streamlined passenger cars. Some trips will offer first class accommodations. For more information contact Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-9229.
- **June 6,** Whitewater Sesquicentennial with hourly train departures.
- **June 20,** Edgarton Depot Fundraiser with several trips to both Milton Junction and Stoughton.
- **July 27,** limited seating on *Great Circus Train* from Baraboo to Milton Junction via Janesville.
- **July 28,** limited seating on *Great Circus Train* from Milton Junction to Milwaukee.
- **September 12,** Junction Function Day with hourly trips from Milton Junction to the Rock River Bridge near Edgarton.
- **September 18-20,** Cheese Days with hourly trips between Monroe and Juda.
- **October 3-4,** Fall Color trips from Madison, destination to be determined.
- **October 10, November 7 and 21,** *Badger Limited* will run three trips per day from Milton Junction to Madison for University of Wisconsin football games.
- **November 28-29,** Santa Train will depart Middleton for Madison and Cross Plains, with one trip each day to Mazomaine.

NASHVILLE, TENNESSEE, June 6. Summer Fun Festival trip from Nashville to Gordonsville, Tenn. Ticket prices range from $15 to $50, reservations are required. For a ticket order form contact the Tennessee Central Railway Museum, 709 North Lake Circle, Brentwood, TN 37027-7844; ;615/833-5077.

MERIDIAN, MISSISSIPPI, June 6-7. First ever public excursions over the entire Meridian & Bigbee Railroad. Morning and afternoon trips each day, all accommodations on private varnish, photo runby included. Net proceeds donated to the American Cancer Society. Tickets $60, kids 12 and under $40. Information from Leo Wright, c/o M&B RR, P.O. Box 551, Meridian, MS 39302; 800/420-6047; rpwjazz@aol.com.

SPENCER, NORTH CAROLINA, June 6-7. 11th Annual Railroad Days at the North Carolina Transportation Museum. Railfan and children's events, model railroad & railroadiana show, special train rides, more. Tickets $15, kids 3-12 $10. Tickets or information from NCTM Rail Days, 411 South Salisbury Avenue, Spencer, NC 28159; 704/636-2889.

SOUTHERN PACIFIC 4449 will power the following excursions. Tickets can be ordered from the Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280; 503/244-4449; www.4449.com.For information on first class tickets contact the museum.
- **June 6-7,** Portland to Wishram, Wash., round trip each day, coach seats $99 adult, $89 kids 2-11.
- **June 13-14,** Portland to Bend, Ore., two-day trip. There will be no diesel helpers on the 2% climb out of Wishram. Coach seats $349 adult, $325 kids 2-11, double occupancy.

THE HOBC and WINNIPESAUKEE SCENIC RAILROADS, P.O. Box 9, Lincoln, NH 03251 (603/745-2135) is holding the following special events. Fares (adult/children) are as noted below. Most trips require reservations.

June 6-7, Track Car Weekend at Lincoln.
June 18-21, Shuttle trains from Meredith and Lakeport to Weirs Beach for the 75th Loudon Classic Motorcycle Gathering; $10/$10.
July 3, Fireworks train, Northfield to Weirs Beach, $10/$5.
July 4, Fourth of July Family Party Train, departing Lincoln; $10/$8.
July 25, August 1, August 29, Gold Panning Special from Lincoln to Livermore Falls, $35/$20.
September 12, 19, 26 and October 3 and 10, Harvest Supper Trains from Meredith; $22/$16.
September 19, 20, and 27, Autumn Leaf Specials, Lincoln to Meredith; $35/$20.
September 26, Autumn Leaf Special, Meredith to Lincoln; $35/$20.
October 3-4, 10-11 and 17-18, Fall Foliage Specials from Meredith to Plymouth and Livermore Falls; $14.95/$9.95 on 9:30am train, $21.95/$15.95 on 1pm train.
October 24, Halloween Train, Tilton to Laconia; $22/$16.
November 27-28, Santa Trains from Lincoln; $8/$8.
December 5,12 and 19, Christmas Dinner Trains from Tilton to Laconia; $22/$16.
December 5-6, 12-13 and 19-20, Santa Trains from Tilton and Laconia; $8/$8.
December 26-30, Family Holiday Trains from Lincoln; $8/$5.50.

ANGELICA, NEW YORK, June 7. Dedication of Pittsburg, Shawmut & Northern private car *The Clara* at the Allegeny Fairgrounds by the PS&NRR Historical Society. All-day event begins at 9am, dedication at 1pm. Information from William L. Reddy, P.O. Box 117, Castile, NY 14427-0117.

DELTA, PENNSYLVANIA, June 7, 14, 21 and 28. 23rd Annual Ma&Pa Railroad Month at the Old Line Museum, 602 Main Street, featuring photos, drawings, memorabilia and models of the Maryland & Pennsylvania. Admission free, donations appreciated. Information from J.E. Murphy, P.O. Box 9706, Baldwin, MD 21013-0706; 410/592-7491.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission $2.50 adults, $2 seniors, $1.50 kids 3-11, under 3 free.

June 7, Spring caboose rides.\
June 21, Fathers' Day on the trolley.
June 27-28, Fox River Trolleyfest.
September 13, Fox River FolkFest (admission $1 extra).
October 4 and 11, Fall Foliage caboose rides.
October 24-25, Pumpkin Trolley (admission $.50 extra).
October 31, Haunted Trolley.

VISTA-DOME PRIVATE RAIL CAR TRIPS will operate from Chicago on the following dates. Fares range from $900 to $1400 including private sleeping accommodations and meal service in the dome. For more information contact David or Jane Olson at 217/243-5606.

June 12-14, to Minneapolis.
July 30-August 3, to Dallas.
September 11-13, to Cleveland.
September 25-27, to Kansas City.

WHITE PASS & YUKON ROUTE (P.O. Box 435, Skagway, AK 99840) will operate steam excursions between Skagway, Alaska, and Bennett, British Columbia, 80 miles round trip. Fare is $156 adults, $78 children and includes lunch. Dates are June 13 & 27, July 11 & 25 and August 8 & 22. For a brochure or reservations call 800/343-7373.

CALGARY, ALBERTA, June 13-14. Heritage Park Railway Days honoring the unknown and unsung heroes of the railway. Two operating 0-6-0s on continuous freight and passenger trains, operating streetcars, model and memorabilia displays. Information from Heritage Park Historic Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada T2V 2X3; 403/259-1900.

CHAMA, NEW MEXICO, June 20. Railfan and photo excursion freight over the Cumbres & Toltec Scenic Railroad. Train leaves Chama 10:30am, fare $100 adults, $80 kids under 12. Information from Friends of the C&TS, Attn.: Judy Lock, 5732 Osuna Road NE, Albuquerque, NM 87109; 505/880-1311.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610, 2-8-2 4501 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

June 20, to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
July 4, to Chickamauga, "Pops in the Park" concert, $42, diesel.
August 15, to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
September 26,to LaFayette "Rail to Wings" airshow, $50, diesel.
October 3, to Trion, "Steam Doubleheader," $62, 610 & 4501.

MADISON, SOUTH DAKOTA, June 20-21.Railroad Days at Prairie Village with 40 buildings of exhibits, three steam locomotives, one diesel on display. Evening dinner train requires advance reservations. Information from Rachel Beck, P.O. Box 256, Madison, SD 57042; 800/693-3644 or 605/256-3644.

PORTLAND, MAINE, June 20-21. Railfair '98 at the Maine Narrow Gauge Railroad Company & Museum, 10am-5pm.

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Admission $6, kids 5-12 $3, family maximum $15 includes train ride and railroadiana sale. Information from Maine Narrow Gauge Railroad Company & Museum, 58 Fore Street, Portland, ME 04101; 207/828-0814.

MONTICELLO RAILWAY MUSEUM, Box 401, Monticello, IL 61856 (217/762-9011) will hold the following special events:

June 20-21, Father's Day Bluegrass and more.
June 27-28, Western Days (Sunday only train robberies).
July 3, Fireworks Train (reservations required).
August 15, 16, 22 and 23, Thomas the Tank Engine.
September 19-20, Railroad Days with freight trains.
October 23-25 and 30-31, Ghost Train and haunted car.
November 7-8, Throttle Time (learn to operate a locomotive; reservations required).

MILWAUKEE ROAD 261 will be running on the following days. For ticket information on the public excursions contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

June 23, *deadhead* from Minneapolis to Neenah, Wisc., via Wisconsin Central; **June 24,** *deadhead* from Neenah to Chicago via WC; **June 27-28,** public excursion from Chicago to Galesburg, Ill., and return each day for Galesburg Railroad Days via BNSF, co-sponsored by Chicago Chapter NRHS (773/836-9203); **June 30,** *deadhead* from Chicago to Green Bay, Wisc., via WC; **July 4-5,** short public trips over Wisconsin Central for the Americas Festival, see separate listing; **July 7,** *deadhead* from Green Bay to Minneapolis via WC; **August 8-September 3,** BNSF Employee Appreciation Specials, see separate listing; **September 4-7,** display at Topeka (Kansas) Railroad Days plus BNSF specials; **September 11,** public excursion from Kansas City, Mo., to Lincoln, Neb., one way; **September 12,** public excursion from Lincoln, Neb., to Souix City, Iowa, one way; **September 13,** public excursion from Souix City, Iowa, to Minneapolis, one way.

GALESBURG, ILLINOIS, June 27-28. Galesburg Railroad Days with displays including Milwaukee Road 4-8-4 261, *Nebraska Zephyr* and the latest from Amtrak and BNSF. For more information contact Railroad Days, P.O. Box 749, Dept. RF, Galesburg, IL 61401; 309/343-1194 ext. 737.

SPOKANE, WASHINGTON, June 27-July 5. *Explorers IX* Trip over Camas Prairie Railroad and former UP branches in Washington, Oregon and Idaho using the private car *Caritas* and others. Information from High Iron Travel, P.O. Box 50116, Minneapolis, MN 55405; ;612/922-7259.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (248/541-1000) is hosting the following excursions from the Detroit area. Write or call for a brochure.

June 28, Detroit to Toledo by water, viewing historic rail sites; $89.
July 11, Detroit to Dearborn by water, viewing steel mills, rail ferry docks, more; $30.
July 11-22, Labrador and More by rail, visit Toronto, Montreal, Labrador City and other cities. Includes Quebec, North Shore & Labrador, whale watch, VIA1 service; $1950 double/$2395 single.
July 12, Detroit to Port Huron by water, viewing historic rail sites; $89.
July 19, Detroit to Grosse Ile by water, viewing historic rail sites and homes of rich and famous; $59.
July 25, Pigeon Farmer's Festival by train from Reece over Huron & Eastern Railway,side trip to Bad Axe; $29 and up.
August 1-7, *Polar Bear Express* via Algoma Central, Ontario Northland and VIA; $875 double/$995 single.
August 15, Railfan Day on Huckleberry Railroad; $59.
August 18-24, *Three Cities Special,* rail trip to Montreal, Ottawa and Kingston; $1095 double/$1325 single.
September 5-19, the *Canadian;* travel to Vancouver, B.C., ride *Royal Hudson* steam train, *Rocky Mountaineer,* more; $3995 double/$4795 single.
September 12-13, Marshall, Mich., by rail, tour historic homes; $79.
October 3-4, Caro Pumpkin Festival by train on Huron & Eastern, side trip to Colling; $19 and up.
December 5 and 12, Christmas Lights, all day excursion includes narrow gauge steam train ride, shopping, more; trip departs Dearborn on Dec. 5 and Royal Oak on Dec. 12; $64 adults, $54 children 12 and under.

BOSTON, MASSACHUSETTS, July 3-6. Four-day trip to mid-coastal Maine with activities, events, train and boat rides. Fare $375 per person, double occupancy, includes eight meals; single supplement $160. Information from Mystic Valley Railway, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

GREEN BAY, WISCONSIN, July 4-5. Milwaukee Road 261 will power five short trips to Kaukauna on Saturday, all day trip to Marinette on Sunday for the National Railroad Museum. Saturday fares $15 adults, $10 kids, $30 first class; Sunday fares $45 adults, $35 kids, $79 first class. Order tickets by phone at 800/895-0071 or 920/437-7623.

CLINTON CORNERS, NEW YORK, July 4-September 13. Exhibit on "Connections" at the Clinton Exhibit Center, Route 115 (1 mile from the Taconic Parkway). Exhibit shows how rail connections to the outside world affected the people and businesses of Dutchess County. Hours 10am-4pm Saturday and Sunday, donation requested for admission. Information: 914/266-5494.

FLAGSTAFF, ARIZONA, July 7-11. Santa Fe Historical & Modeling Society *El Tovar* Convention at Little America Hotel. Information from David Johnston, 2700 East Hemberg Drive, Flagstaff, AZ 86004; 520/526-5518.

SYRACUSE, NEW YORK, July 7-12. National Railway Historical Society annual convention. Scheduled activities include July 6, Diesel powered excursion from Syracuse to Steamtown one-way, night photo session; July 7, Steamtown including excursion with runbys, behind-the-scenes tours, rail return to Syracuse; July 8 Tioga Scenic Railway or O&W bus tour; July 9 Mohawk, Adirondack & Northern and Adirondack Scenic Railroad from Utica to Old Forge, July 10 RDC trip over NYS&W's "Ontrack" service, railroadiana show, seminars and banquet with Walter Rich of NYS&W as speaker; July 11 NYS&W excursion from Syracuse to Binghamton with Chinese 2-8-2 142, night photo session; July 12 Finger Lakes Railway excursion over ex-NYC Auburn Branch with two E8s. Information from Central New York Chapter NRHS, P.O. Box 229, Marcellus, NY 13108.

DENVER, COLORADO, July 18. Union Pacific 844 will power its only public excursion of 1998 on the Denver *Post* special to Cheyenne Frontier Days. For ticket information contact Geri Miereis, Promotion Coordinator, Denver *Post,* 1560 Broadway, Denver, CO 80202; 303/820-1964. It is anticipated that 844 will ferry the trainset from Cheyenne to Denver the day before the trip and return the equipment the day after.

RINGOES, NEW JERSEY, July 18-19. Railroad Days '98 with photo opportunities, displays, evening train ride to Lambertville, more. Admission and parking are free. Information from BR&W, P.O. Box 200, Ringoes, NJ 08551.

SCRANTON, PENNSYLVANIA, July 19-25. Railcamp 1998 will be held at the University of Scranton and Steamtown National Historic Site sponsored by the National Railway Historical Society for high school students in grades 9-12. Indepth look at railroads and railway preservation. Tuition of $495 per student includes meals, lodging and materials. For registration form contact the National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606.

BOSTON, MASSACHUSETTS, July 19-August 3. Down East Adventure & Maritime Explorer rail excursion to Labrador over Amtrak, VIA and the Quebec, North Shore & Labrador. Ticket prices from $2300 to $3000 depending on occupancy choice. Fare covers over 1000 miles of track, 34 meals and all admissions. Information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

PHILADELPHIA, PENNSYLVANIA, July 22. Train trip via Amtrak to Altoona and around Horseshoe Curve, with visits to the Horseshoe Curve Museum and the Railroaders Memorial Museum. Tickets are $238 for first adult family member, $138 for spouse and children under 18, includes one-year membership in Lionel Collectors Club. Tickets and information from the Lionel Collectors Club of America, c/o Mario Evangelista, 1328 Bigler Street, Philadelphia, PA 19148; 215/467-1640.

WILMINGTON, DELAWARE, July 25. 7th Annual Rail to the Fair excursion to Harrington and Frankford, Del., over Conrail's Delmarva Secondary using Amtrak equipment. Train departs Philadelphia 9am, Wilmington 9:43am, with additional boarding locations. Ticket prices range from $22.50 (Harrington-Frankford) to $67.50 (Philadelphia-Frankford). For complete fares and additional boarding locations contact Christie Hoffman, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412.

NEWARK VALLEY, NEW YORK, July 25. Depot Days Festival with train rides, train and craft vendors, fireworks and more. Information from Historical Society, P.O. Box 222, Newark Valley, NY 13811; 607/642-9516.

ROCKY MOUNTAIN RAILROAD CLUB will celebrate its 60th year of rail excursions with a two-day "Photographer's Freight Train" on the Cumbres & Toltec Scenic Railroad on July 25-26. Authentically lettered locomotives, multiple photo runbys. For details contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

SALT LAKE CITY, UTAH, July 29-August 1. Annual Convention of the Union Pacific Historical Society with tours of UP's Ogden Training Center, Ogden Railroad Museum and Heber Valley Railroad. For registration form contact John Mantey, Registrar, 185 Cordova Court, Boulder, CO 80303-4906.

BELLOWS FALLS, VERMONT, July 31-August 2. Transpo '98 will feature NYS&W 2-8-2 142 operating on the *Green Mountain Flyer,* along with equipment displays and night photo sessions conducted by RAILFAN & RAILROAD. Event coincides with Old Home Days with family activities including a large fireworks display. Information from Steve Mumley at 802/463-9531; railtours@sovernet.com.

SOO LINE 1003 is scheduled to power the following trips in Wisconsin. Please phone for more information. For trips out of Osceola phone 715/755-3570 or 612/228-0263. For trips out of Rhinelander phone 715/352-RAIL.

July 31, August 1-2, trips in Osceola for Wisconsin Sesquicentennial Celebration. Soo Line 2719 may also be in attendance.
August 8, High Bridge - Low Bridge trip from Osceola to New Richmond and return.
August 9, Osceola trips, possibly double-headed with Northern Pacific 328.
August 28, evening dinner train from Rhinelander to Crandon and return.
August 29, Rhinelander to Pembine and return.
August 30, Rhinelander to White Lake and return.
August 31, school children shuttle trips to Starks.

BUTTE, MONTANA, August 6-8. Annual meeting of Milwest,

a group dedicated to the preservation of the former Milwaukee Road western lines, will be held at the Montana Tech Campus Student Union Building. Registration $10, tours will be offered at additional cost. For information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; mccray@ixi.net.

CINCINNATI, OHIO, August 8 "Summerail at CUT" at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide presentations, railroad show & sale, tours of Tower A. Scheduled presenters include Terry Chicwak, Mark Demaline, Dave DeVault, Kevin EuDaly, Ron Flanary, Steve Forrest, Jeff Gast, David Jakubiec, Steve Patterson, Mark Perri, Mike Schafer and Tom Seiler. Tickets $12 with checks payable to Cincinnati Railroad Club and mail to Summerail 1998, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513-651-RAIL.

CHAMA, NEW MEXICO, August 8 Annual Moonlight Train and steak dinner on the Cumbres & Toltec Scenic Railroad. Trip departs Chama 3:15pm, fare $65 adults, $40 kids under12. Information from Friends of the C&TS, Attn.: Judy Lock, 5732 Osuna Road NE, Albuquerque, NM 87109, 505/880-1311.

BNSF EMPLOYEE APPRECIATION SPECIALS will be run on the following dates. *These trips are not open to the general public.* Power will be Milwaukee Road 4-8-4 261.

August 8-9, Minneapolis to St. Paul round trip each day; **August 10,** Minneapolis to Superior, Wisc., one way; **August 11,** Duluth to Superior round trip each day; **August 12,** Brainerd, Minn., to Staples, Minn., round trip; **August 13,** Fargo, Minn., to Grand Forks, Minn., round trip; **August 14,** Fargo to New Rockford, N.D., to Minot, N.D., one way; **August 15,** Minot to Williston, N.D., one way; **August 16,** Glendive, Mont., to Forsyth, Mont., one way; **August 17,** Forsyth to Glendive, one way; **August 18,** Glendive to Dickenson, N.D., to Mandan, N.D., one way; **August 19,** Mandan to Jamestown, N.D., one way; **August 21,** Willmar, Minn., to Milbank, S.D., to Aberdeen, S.D., one way; **August 23,** Aberdeen to Milbank to Wilmar, one way; **August 24,** Wilmar to Minneapolis, one way; **August 27,** Minneapolis to LaCrosse, Wisc., one way; **August 28,** LaCrosse to Savanna, Ill, to Cicero, Ill., one way; **August 29,** Cicero to Downers Grove, Ill., three round trips; **August 30,** Willow Springs, Ill, to Joliet, Ill., three round trips; **September 1,** Willow Springs to Chillicothe, Ill., to Fort Madison, Iowa, one way; **September 3,** Kansas City to Topeka, Kan., one way; **September 5,** Topeka to Emporia, Kan., round trip; **September 6,** Topeka to Kansas City, round trip; **September 7,** Topeka to Emporia, round trip.

MILBANK, SOUTH DAKOTA, August 8-9. 14th Annual Train Festival featuring rides on the Sisseton Milbank Railroad on the Whetstone Valley Express. Dinner in the diner, hobos, train robberies, model train show, more. For more information contact the chamber of commerce at 800/675-6656.

FLINT, MICHIGAN, August 15-16. 17th Annual Huckleberry Railroad Railfans Weekend at Crossroads Village sponsored by the Friends of the Huckleberry Railroad, 11:30am-5:30pm. Steam powered narrow gauge railroad, shop tours, railroad show & sale, Saturday night photo session, more. Admission $9 daily, seniors and childrens rates available, two-day railfan pass available. Information from Mid-Michigan Railway Historical Society, Inc., P.O. Box 79, Flint, MI 48501; 800/648-PARK.

CHESAPEAKE & OHIO 614 is scheduled to power the following trips. *All trips are awaiting final approvals from the railroads involved.* For more information contact Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200; www.chessie614.com.

August 15-16, Port Jervis, N.Y., to Binghamton, N.Y., round trip each day via Conrail.

September 12-13 and 19-20, Philadelphia to Harrisburg, Penn., round trip each day, possibly out on Amtrak, return on Conrail.

October 10, 11, 17, 18, 31 and November 1, Hoboken, N.J., to Port Jervis, N.Y., round trip each day.

TOPEKA, KANSAS, September 4-7. Topeka Railroad Days with excursions, displays including Milwaukee Road 4-8-4 261. More details as they become available.

SCRANTON, PENNSYLVANIA, September 4-7. Rail Expo '98 at Steamtown National Historic Site. Event includes double-headed steam excursions, night photo session, vintage diesels, shop tours, scale live steam and visiting equipment. For more information contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 888/856-2345; www.cs.uofs.edu/~steamtwn.

ROCKHILL, PENNSYLVANIA, September 5-7. Old Fashioned Trolley Weekend at the Rockhill Trolley Museum. Ride streetcars from Johnstown, Philadelphia, York, Brazil and Portugal. Car barn tours and more. Information from 814/447-9576.

WHIPPANY, NEW JERSEY, September 12-13. Railroad Festival '98 at the Whippany Railway Museum featuring Railroads and the Military. Train trips, historic and modern military equipment displays, night photo session. Train trips depart hourly noon-5pm, fare $7, under 12 $4, tickets available day of the event. Night photo session $15, tickets ordered in advance from URHS, P.O. Box 711, Clark, NJ 07066. Information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; www.interactive.net/~paultup/wrym.html.

ST. CONSTANT, QUEBEC, September 12-13. Steam Weekend at the Canadian Railway Museum featuring 28 locomotives on display, many outdoors. Highlights include the *John Molson*

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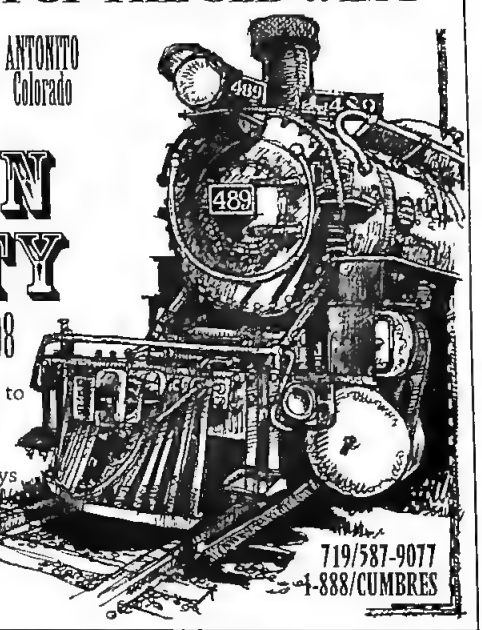

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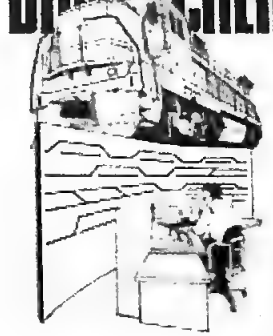

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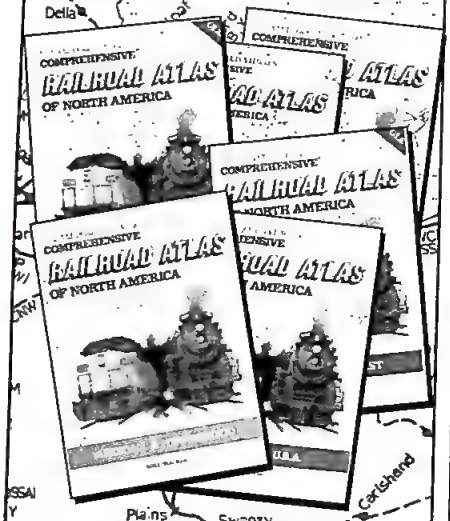

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BOSTON, MASSACHUSETTS, September 12-19. *New England Fall Foliage Express* luxury train to railroad attractions in Maine, New Hampshire, Vermont, Connecticut and Rhode Island. Attractions include Conway Scenic and Mt. Washington Cog Railway. All travel during daylight, some segments of journey covered by motorcoach, all nights in hotels. Fare $2199 per person, double occupancy, includes all transportation, lodging, all attractions an most meals. Information from Great Train Escapes Rail Tours, Inc., 6417-A Fauntleroy Way SW, Seattle, WA 98136; 800/895-2554.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following trips. Call or write for a complete catalog.
September 17-20, White Pass & Yukon spectacular with charter steam and diesel with passenger, freight and mixed consists.
September 28-29, Cumbres & Toltec Scenic fall colors spectacular with double-headed 2-8-2s.
October 3-4, Nevada Northern spectacular with passenger, freight and mixed consists behind 4-6-0 No.40 and 2-8-0 No.93.

TEMPLE, TEXAS, September 19-20. Annual Texas Train Festival sponsored by the Railroad & Pioneer Museum. Craftsmen, music, Civil War reenactments, train robberies and more. Admission $1, under 6 free. Information: Railroad & Pioneer Museum, P.O. Box 5126, Temple, TX 76505; 254/298-5172; mirving@ci.temple.tx.us..

LINCOLN, NEW HAMPSHIRE, September 26-27. White Mountain Central Railroad Steam Weekend featuring Climax, Heisler and Porter locomotives plus steam rollers, a steam shovel, a steam fire pumper and more. Admission $7, kids 3-5 $2, under 3 free. Information from White Mountain Central Railroad, P.O. Box 1, Lincoln, NH 03251; 603/745-8913; www.clarkstradingpost.com.

HAMMONTON, NEW JERSEY, October 10. The Haluwasa Shore Line Railroad presents Railfest on its two-foot gauge line. For information contact Haluwasa Shore Line Railroad, 377 South Ehrke Road, Hammonton, NJ 08037; 609/561-3081.

GREEN BAY, WISCONSIN, October 10-17. Shenandoah Mountain Autumn Amtrak Tour from Milwaukee (bus connection from Green Bay) to Charlottesville, Virginia, and New Orleans via the *Cardinal, Crescent* and *City of New Orleans*. Price $1150 per person, double occupancy, includes first-class accommodations on Amtrak. Information from the National Railroad Museum at 920/437-7623; staff@nationalrrmuseum.org.

LOS ANGELES, CALIFORNIA, October 26-November 5. Pacific Railroad Society will take its sleeper and dome-diner to the AAPRCO convention in Albuquerque, N.M. All private-car train from Los Angeles to Grand Canyon, Santa Fe, Albuquerque, Carlsbad and El Paso. Refundable deposit of $50 holds space until plans and price are finalized. Make checks payable to Pacific Railroad Society and mail to B.L. Sibert, 777 East Valley Boulevard #70, Alhambra, CA 91801; 626/570-8651.

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Ecuador, August 8-16, 7 charter trains with steam and railcars.
South America, October 17-November 8, 21 charters in Chile, Argentina, Paraguay and Bolivia.

TEFS RAILWAY TOURS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Send a SASE for details.
China, four different departures.
Hedjaz, Jordan and Syria, July 18-August 2. Steam trains on the former Hedjaz Railway.
Australia Steam Extravaganza, August 1-24. Cairns, Brisbane, New South Wales.
Myanmar, December 26-January 10. Main line steam charters and scheduled branch line trains.

RAILROADIANA MEETS

SAN ANTONIO, TEXAS, June 6. 8th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Admission $5, kids $1, family $8. Information: Frolin Marek, 4647 Harpers Bend, San Antonio, TX 78217; 210/655-1400; FrolinMarek@worldnet.att.net.

ORRVILLE, OHIO, June 13-14. Depot Days Train Show at the Orrville Depot, West Market & Depot Streets, 10am-4pm. Short train trips behind ex-Milwaukee F7 locomotive and track car rides. Show admission free. Information: Bob Cutting, 6036 Criswell Road, Apple Creek, OH 44606; 330/698-2367.

CARNEYS POINT, NEW JERSEY, June 14. Annual Carneys Point Train Meet at the Carneys Point Volunteer Fire Company hall, Walker Avenue & D Street, 10am-3pm. Adults $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm ET.

LITTLE ROCK, ARKANSAS, June 27. Annual Railroadiana Show & Sale sponsored by Arkansas Railroad Club at the Robinson Center, Markham & Broadway, 9am-3pm. Admission $3, kids under 12 free with adult. Information: Walter Walker, 5018 Club Road #106, Little Rock, AR 72207; 501/663-8901.

CHARLOTTE, NORTH CAROLINA, July 11. Southeastern Railroadiana Collectors 3rd Annual Railroad Collectibles & Model Train Show at Metrolina Expo Center, 7100 Statesville Road, 9am-4pm. Admission $4, under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

CHATHAM, NEW YORK, July 11. Annual Railroad Heritage Day & Summerfest sponsored by Chatham Village Historical Society at the Chatham Firehouse, 10am-4pm Conrail locomotive tour, additional activities at the Village. Information: Chatham Village Historical Society, 36 Main Street, Chatham, NY 12037; 518/392-9236.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm , Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
July 11-12, Wilmington, Mass., Shriners Auditorium.
July 18-19, Chantilly, Va., Capital Expo Center.
July 25-26, Monroeville, Pa., Pittsburgh ExpoMart.

LACROSSE, WISCONSIN, July 18. Rail Fair '98 Railroad Show & Flea Market at Copeland Park, 10am-5pm. Admission $2, kids under 12 free. Information: 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602; 608/582-4761.

DENVER, COLORADO, July 18-19. 21st Annual Mile High Railfair at the National Western Complex, I-70 and Humbolt Street, Saturday 9am-5pm, Sunday 10am-4pm. Admission $3 adult, $1 kids under 12. Information: Intermountain Chapter NRHS, 4701 Marion Street, Suite 305, Denver, CO 80216-2140.

DELAND, FLORIDA, July 25. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroad Show at Volusia County Fairgrounds, SR44 & I-4, 9:30am-3:30pm. Admission $3, kids 12 and under free. Information: Phil Cross, 410 North Lakeview Avenue, Winter Garden, FL 34787-2716; 407/656-5056; Crossrails@aol.com.

CHATSWORTH, ILLINOIS, July 25-26. Swap meet and railroadiana show in conjunction with Chatsworth Heritage Days sponsored by the TP&W Historical Society and Chatsworth Historical Society at the American Legion hall, Saturday 10am-6pm, Sunday 11am-4pm. Admission free. Information: William C. Faehse, 7016 Keeney Street, Niles, IL 60714; 847/967-7352.

HAMBURG, PENNSYLVANIA, July 26. 27th Annual Summer Hamburg Dutch Train Meet at Hamburg Fire Company Field House, Pine Street, 9am-1pm. Admission $3 adults, kids under 12 free. Information: Sam Lenhart, 1251 Upper Van Reed Road, Leesport, PA 19533; 610/374-5694.

VIDEOS

Vintage diesels from Emery Gulash

Early Diesels - Volume 5, Top Frog Series from Green Frog Productions, Ltd., 200 N. Cobb Parkway, Bldg.100, Suite 138, Marietta, GA 30062-3538; 800/227-1336; 73 minutes, color, stereo sound, $29.95 plus $5.00 shipping.

In my many years as a railfan, I've never met a nicer individual than Emery Gulash. The last time I saw the rambling Michigander, he was atop his van shooting movies of a WWII airshow in Florida a few years ago. And Emery has been showing up trackside from coast and border to border for somewhere around 40 years with that movie camera of his — and this videotape puts together more than an hour of fine Emery action from the vintage years of the 1960s, when F-units and PA's and high-nose Geeps defined America's colorful railroading. Green Frog has digitally mixed, mastered and edited the movie footage and added a recreated soundtrack to bring some fine imagery to the video audience.

This tape is one of Green Frog's "Top Frog" series of vintage material. Green Frog

is re-releasing the "cream of the cream" of some of their older tapes. This tape is a solid 60 minutes of material gleaned from over 30 hours of previously released material. The resulting tape is impressive, to say the least.

The program starts out in high style with Santa Fe warbonnet PA's and a black-and-silver RSD4 mixing it up in a smoky encounter at Lamar, Colorado, in 1958. Then in rapid succession come scenes of Santa Fe FT's, an E8m and even the re-engined 51-set of PA's with an EMD F7 B-unit test car in the engine consist. There is plenty of Santa fe action from locations across the system, including GP20s (in the 1100-series as God intended!) near Joliet, Illinois, and Fairbanks-Morse switchers and even U30CG's and FP45s.

Then it's over to the D&RGW for first-generation action, including an impressive scene of F-units cresting Soldier Summit, as well as SD7 pusher sets on the main line and GP7s on the dual-gauge Alamosa-Antonito segment with a Creede Branch train. Green Frog uses the digital effects to freeze-frame units after the scene is completed and add narration about the locomotives. While this is occasionally interesting, it often deteriorates into comic relief as the obvious errors in diesel-spotting become downright amusing. The narrator comments with solid authority about the D&RGW's "maroon GP7" and how Boston & Maine fans will appreciate it — as an obviously black Geep trundles past. And a Santa Fe end-cab H12-44 gets described in detail as one of the rare boiler-equipped passenger switchers (they get it right in a later scene). And somebody should tell the script writer that a "brace" of units means two of a kind, not a six-unit set!

But narration aside, the action speaks for itself, as we see Nickel Plate PA's on freight and passenger and even get a spectacular, if brief, pacing sequence of a back-to-back set striding west out of Bellevue. There is plenty more Nickel Plate, followed by Wabash PA's and F-units and even a very rare Fort Street Union NW5. Then there are fresh Ann Arbor GP35s on Alco trucks working alongside a Wabash Geep in Milan, Michigan, and a leased Chicago & Western Indiana RS1 (described as a "Chicago & Eastern Illinois switcher"), followed by New York Central lightning-striped Geeps and FM passenger C-liners. A flurry of Pennsy action reminded me of just how grubby that railroad looked in the 1960s and why I tended to ignore it around Chicago — and "Leema," Ohio.

More Santa Fe was a welcome relief from the Penn Central, and that was followed by some interesting Chinese-red CB&Q action (and a pug-nosed U-boat studiously described as a U25B), including sets of SD24s. A variety of Chocagoland action follows, including the GM&O, Rock Island, Milwaukee Road freight C-liners in the snow, a smattering of Soo Line and Erie Lackawanna, some UP gas turbines and IC switchers as well as a B&O passenger special behind a fascinating FPA2/FB/FPA2/E8/E7 set glibly identified as "five E-units."

This is really a fine sampling of 1960s action, and the errors in narration are more than balanced out by Emery's solid tripod-mounted camera work and wide-ranging coverage. I lived through that era and saw a lot of familiar trains and places. This videotape was a very entertaining trip back in time — JIM BOYD.

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☐ July 83	☐ Sep. 88	☐ Dec. 90	☐ Dec. 92	☐ Feb. 95	☐ Mar. 97

RAILNEWS

CONRAIL DEBATE SCHEDULE SET BY STB The Surface Transportation Board set April 10, 1998, as the last date which interested parties can notify the board of their intentions to participate in the oral argument, which is set for June 4, 1998, at STB headquarters in Washington , D.C. If the deal is approved, Norfolk Southern and CSX could take control of their portions of Conrail on August 22, 1998, 30 days after the scheduled date the STB has set for issuing its written decision.

Nearly 200 individual shippers, customers, shippers groups and public agencies filed with the STB to seek changes in the plan, which was itself filed with 2700 letters of support, one of the most interesting being the Audobon Society which supports the NS acquisition of Conrail.

Each party will be given time to present an oral argument in front of the board, which will then present any questions it has to that indivdual or group. Two hours have been alotted for the applicants. Three hours have been alotted for oral arguments from all other interested parties, but past experience shows that about double that time is necessary.

A GREEN LIGHT FOR PORTLAND-BOSTON SERVICE? Passenger rail service between Portland, Maine, and Boston, Massachusetts, got a much-needed boost on March 19, 1998. The Surface Transportation Board in a letter released to Maine Senators Olympia Snowe and Susan Collins stated that its decision on the passenger service would be announced in May.

The decision will finally put an end to eight long years of waiting for the project. Both Amtrak and Guilford Transportation, which owns the 111 miles of track the service will operate on, are hoping for a fair decision. The crux of the dispute has been over liability and maintenance issues and cost. Amtrak wanted its exposure limited to 80 percent while Guilford wants Amtrak to foot the entire bill.

Resumption of rail service received a big push, when in November 1997, Congress passed the Amtrak funding bill. Maine voters also approved $56.8 million dollars for the project.

The line will follow the former Boston & Maine eastern main line to Maine. This line passes through several textile mill towns in Massachusetts, across several rivers and along rolling countryside vistas, and runs along the salt marshes between Saco and Scarboro, Maine. The basic service should see four round trips daily. Stops are tentatively planned for Haverhill, Massachusetts, and Dover and Durham, New Hampshire. Maine stops should include Wells, Saco, a Maine turnpike facility stop and a summer service stop in Old Orchard Beach.

Service along the route was ended by Boston & Maine Railroad in 1965. The route will echo the great Down East passenger trains of yesteryear such as the *Flying Yankee, East Wind, Kennebec, Gull, Pine Tree* and the summer trains *Beachcomber* and *Beach Special* — FRANK J. SAN SEVERINO.

CPR TO DISCONTINUE SASKATCHEWAN RAIL LINE Canadian Pacific has called its quits on a 20-mile rail line between Wicket and Hazlet, Saskatchewan. On April 9, 1998, service was discontinued in accordance with the Canada Transportation Act (CTA). Unfortunately, attempts by the railway to find private-sector or goverment buyers have not succeeded.

On April 1, 1997, CPR announced the line, known as the Pennant Subdivision, was a candidate for discontinuance under its three-year network plan. Traffic on the line has averaged less than two carloads a day during the last two years. The line was offered for sale in the short line marketplace and then to the provincial and municipal governments.

NICKEL PLATE HERITAGE On April 18, 1998, at Steamtown National Historic Site in Scranton, Pennsylvania, Nickel Plate Road GP9 514 debuted in full NKP livery (**page 63**). The 514 was delivered in 1958 as part of New York, Chicago & St.Louis' commitment to diesel power in lieu of the road's famous heavy Berkshires.

Upon the 1966 merger with Norfolk & western, NKP 514 became N&W 2514 and remained in service until 1982 when it was stored serviceable by its new owner, Norfolk Southern. At this time, 514 became embroiled in an unusual saga.

Years before, the Virginia Museum of Transportation had arranged to display former N&W 2-6-6-4 No.1218, which was on loan from the original Steamtown Foundation museum, at the time located in Vermont. Disagreements arose when N&W (by then under the banner of Norfolk Southern) showed interest in returning the giant Class A to service. While title to the locomotive was still held by Steamtown U.S.A., the foundation had been unable to repossess the locomotive due to limited financial means at the time. The situation grew worse when N&W announced that the 1218 would not be allowed to move over its rails, eliminating any chance of moving the engine out of Roanoke. A solution to this conflict was met when Norfolk Southern agreed to donate former Nickel Plate 514 and an ex-Wabash SW8 No.132 to Steamtown U.S.A. (by now relocated to Scranton). In return Norfolk Southern was given clear title to the 1218.

The two diesels arrived in Scranton in 1985 and were used to supplement steam on the steep grades out of the Wyoming Valley. In 1986 the GP9 was briefly returned to its original NKP livery and number. In 1987 the 514 was painted in a pseudo-DL&W livery as part of a misguided attempt by the Steamtown board to recreate the Road of Anthracite. Incidentally, the Lackawanna never owned a GP9. The locomotive would remain this way for the next decade.

The return of Nickel Plate colors was made possible in part by a donation to Steamtown NHS by the Nickel Plate Road Historical Society. All work was completed at the Steamtwn restoration shop. While the 514 does not operate regularly on Steamtown's passenger trains, it can frequently be seen switching cars about the site and is used as a backup in case a steam locomotive needs servicing.

In addition, the NKP Historical Society's annual convention will be held in Scranton in October 1999. Steamtown is now home of three NKP locomotives: the 514, Berkshire 759 and the oldest remaining NKP steam engine, 4-6-0 No.44, a Brooks Alco built in 1905 and on display in the park as Dansville & Mount Morris 304 — DAVE CROSBY.

DAIRYLAND DOINGS The year of 1998 is shaping up to be a banner year for passenger excursions and new service in America's Dairyland. Amtrak, BNSF, CP Rail, Metra, Wisconsin & Southern, the Wisconsin Railway Preservation Trust and Wisconsin Central are all in the news.

Between April 13 and July 11, 1998, Amtrak will be extending several runs in the Chicago-Milwaukee corridor as far as Watertown, Wisconsin. Trains will operate over the 44-mile route under a $1.4 million contract with the Wisconsin Department of Transportation. The money is coming from traffic mitigation funds set aside as a part of the project to rebuild paralleling Interstate 94.

Trains will serve Watertown, Oconomowoc, Pewaukee, Brookfield and Wauwatosa over Canadian Pacific's former Milwaukee Road main line, once the route of the *Cannonball* commuter train. The *Cannonball* was pulled in 1972 and was briefly resurrected during the 1980s.

In other commuter train news, a study by the Southeastern Wisconsin Regional Planning Commission recently determined that extending Chicago's Metra commuter service north to Milwaukee would cost about $140.7 million to establish and $7.7 million a year to operate. In a Milwaukee *Journal* article ridership projections show 1.3 million passengers per year in the years following startup. Farebox recovery would be $3.7 million and subsidies would cover the balance. To date, no decision as to when the service could begin although it is probably several years away.

Currently, Metra service on UP's former C&NW line ends at Kenosha, Wisconsin. While the line north of Kenosha hosts unit coal trains and a few local freights, it has been single-tracked for many years and there are few sidings as most UP traffic moves on the parallel New Line Sub which bypasses the communities along Lake Michigan. The study calls for as many as ten round trips taking as long as two-and-a-half hours. Amtrak *Hiawathas*, by comparison, take about 85 minutes but cost more than twice the estimated $8.50 fare of the Metra trains. As well, Amtrak trains make only two intermediate stops.

During 1998 the Wisconsin & Southern will be hosting an intriguing array of trips. Most trips will feature the W&S's *Northern Pride* train set pulled by a pair of E9's. For more information check out WSOR's Web site at *www.wsorrailroad.com*.

As part of the excursion season, Soo Line Mikado 1003, owned by the Wisconsin Railway Preservation Trust will be operating some

CSX SD40 4617 (ex-CSX 8393, exx-Seaboard 8393, nee-C&O 7534) was in the old coach yard, at the east end of the CSX Huntington, West Virginia, Engine shop (**right**) on March 29, 1998. The small "X" that has been spray-painted on the side of the engine above the fuel tank indicates the unit is to be scrapped. This was the last locomotive wearing C&O lettering remaining on the CSX roster.

DOLIVER McCOMAS / courtesy RON FERRELL

AMTRAK F40s ARE RUNNING on Wisconsin Central under a lease agreement. WC train 205 with F40 381 was leading WC GP40 3010 through New Brighton, Minnesota (**below**), on February 7, 1998. UP has also been leasing up to 60 Amtrak F40s. By late April, WC had begun returning the Amtrak units. The once-common F40 has become increasingly rare on Amtrak trains.

STEVE GLISCHINSKI

SOUTHEAST KANSAS RS3m No.143 (nee-Missouri Kansas Texas 1702) is nearing the end of its life. Built as an RS3 for the Katy, the Alco was rebuilt by EMD in October 1959 with a 16-cylinder 567C engine, given a long hood from a Geep and renumbered to 143. The Katy retired the engine December 16, 1988, and it went to SEK in April 1989. There were a total of six RS3s repowered in this way. The only other remaining RS3m with a Geep long hood, Katy 142, went to the Midland Railroad in Baldwin City, Kansas (see February 1997 R&R). The 143 (**right**), was seen at Pittsburg, Kansas, on March 18, 1998. Its prime mover is to be moved into one of SEK's GP7s, the locomotive stripped for parts and then cut up for scrap.

ALTON HALL

trips on the Wisconsin Central. The locomotive may be joined by Soo Line 4-6-2 2719 or Northern Pacific 4-6-0 328. For more information check out the WRPT web site at *www.concentric.net/~diesel/run.htm* or contact the group by mail at Wisconsin Railway Preservation Trust, P.O. Box 83, Osceola, WI, 54020-0083.

Finally, look for Milwaukee Road 4-8-4 to run from the Twin Cities to Chicago on the BNSF river line in June for Galesburg Railroad Days. The river line skims along the Wisconsin side of the Mississippi from Prescott to Savanna, Illinois. The highlight this year will be a pair of Chicago-Galesburg Railroad Days trips over BNSF for the Chicago Chapter NRHS and the Friends of the 261. Trips will depart Chicago Union Station on June 27th and 28th. for more information call the NRHS hotline at 773/836-9203 or send a business size SSAE (mark the outside for the trip you want) to Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126. For more about Galesburg Railroad Days see the web site at *www.simpson.edu/~rrdays/rrdaysinfo98.html.*

Finally, the BNSF Employee Appreciation Specials, powered by 261, will be visiting Dairyland. The train will be visiting Superior in early August. See timetable for complete listings on these Dairyland Doings — BOB GALLEGOS.

AMTRAK UNVEILS NATIONAL OPERATIONS CENTER The Wilmington, Delaware, waterfront is the new home to Amtrak's nerve center. The 50,000 square-foot former plumbing company warehouse on Poplar street now accommodates about 230 employees. A large monitor displays the real time locations of every Amtrak train across the country, which entails 22,000 miles of track and 500 destinations. A satellite-based communications system keeps employees in touch with operating Amtrak trains 24 hours a day, seven days a week. The new center will be responsible for coordinating train movements and use, assigning engineers and conductors and other technical and administrative functions.

Amtrak's April 5, 1998, schedule change shows additional service on the Empire Corridor in New York State. There are also changes to scheduling on the Northeast Corridor as work begins to bring high-speed rail service between Boston and Washington.

CASCADE RAILCORP TAKES OVER NOBLES ROCK Through a lease/purchase agreement, Cascade Railcorp of Green Bay, Wisconsin, on April 1, 1998, assumed the operation of the Nobles Rock Railroad located in southwestern Minnesota.

The Nobles Rock operates over a former Chicago & Northwestern branch line from a connection with Union Pacific at Agate, Minnesota, west 41.5 miles to an interchange with BNSF at Manley, Minnesota. Operating headquarters are located in the former C&NW depot at Luverne, Minnesota.

The traffic base consists of outbound corn and soybeans along with inbound fertilizer. An Agri-Energy ethanol plant, currently under construction in Luverne and served by the Nobles Rock, anticipates starting production in late July or early August 1998. The facility will produce ethanol and dried distiller's grain of which a portion of this product will move by rail.

BNSF's NORTH IDAHO FUELING FACILITY At a public meeting in Couer d'Alene, Idaho, on April 9, 1998, representatives from BNSF and contractor Hanson-Wilson presented site plans for the proposed BNSF run-through refueling terminal at Hauser, Idaho, which show the facility will be larger and more impressive than originally reported. Since its construction in the 1970s, the existing 14-track Hauser Yard has been used a staging and re-blocking point for unit grain trains. Preliminary work is now underway for the new $15 million Hauser Fueling Terminal to be located along the south side of Hauser Yard.

BNSF desperately needs an inland Northwest refueling site to more efficiently service its through trains. Trains that must refuel at Spokane's Yardley Terminal must cut off their power and run to the adjacent Parkwater engine terminal. The new Hauser station would allow trains to stop, refuel and go without blocking the main line or having to uncouple power. Hauser is a logical location to refuel because it is along the busy "Funnel" between Spokane, Washington, and Sandpoint, Idaho. This mostly single track corridor, which is currently being double-tracked, handles all of BNSF's east-west traffic for the Pacific Northwest, averaging 60 to 80 trains per day.

Construction of the fueling station is contingent on local goverment approval. At the April 1998 meeting in Coeur d'Alene and a November 1997 meeting in Rathdrum, a residential community two miles east of Hauser, BNSF's plan met with strong opposition from local citizens who fear a leak from the facility would contaminate the Rathdrum Praire Aquifier, a vast underground source of fresh water which supplies more than 300,000 people. Aware of the aquifier from the beginning, BNSF and Hanson-Wilson have designed state-of-the-art safeguards. The tank farm — which will involve two 950,000-gallon diesel tanks, a 20,000-gallon lube oil tank, a 27,000-gallon waste oil tank and a 210,000-gallon waste water tank — would rest on a reinforced concrete pad built to earthquake standards for Seismic Zone 3 (the site is rated for Seismic Zone 2b; quake-prone San Francisco is rated Seismic Zone 4.) Beneath the pad would be a leak-protection membrane and several devices monitoring for any signs of leakage. There will also be an on-site foam generator feeding into manual and automatic fire suppression nozzles throughout the plant. All waste oil and water would be collected and transported by rail car for treatment or disposal elsewhere. Also on-site but separate from the main tank farm would be a 300-gallon tank storing methanol, which is added to diesel fuel during winter months.

Another hearing on the proposed facility was scheduled for May 28, 1998. Despite the opposition, the project has not been opposed by the city of Rathdrum, and local fire officials have rated the facility and its fire protection system as, "safe and adequate." If the Hauser site is not approved, BNSF's only alternative might be to construct a pair of smaller, two-track fueling facilites west of Spokane, one each on the ex-Great Northern route to Seattle and the ex-Spokane, Portland & Seattle/Northern Pacific route to Pasco — BRUCE KELLY.

BLE, UTU LEADERS BEGIN TALKS After the UTU announced that it wanted all train and engine employees to consolidate under one union, which touched off a firestorm within the ranks of the BLE (see May 1998 RAILFAN & RAILROAD page 26), the principal officers of the United Transportation Union and the Brotherhood of Locomotive Engineers met in Cleveland on April 9, 1998, in accordance with AFL-CIO President John Sweeney's request, "to begin good faith and confidential discussions to resolve the matters dividing the two organizations."

Former AFL-CIO President Tom Donahue served as Chairman of the discussions between the two unions and has agreed to continue in that role. He has scheduled further meetings with each union separately and will then reconvene joint discussions in mid-May.

For the present, the parties to the talks have agreed to confidentiality. As matters progress, information will be released as appropriate.

BIG BOY 4018 TO OPERATE AGAIN? An ambitious film project currently under development in Dallas is moving ahead. Gary Bensman of Diversified Rail Services spent four days in early April 1998 evaluating 4-8-8-4 No.4018, which is preserved at the Age of Steam Railroad Museum in Fair Park, Texas, a suburb east of Dallas. Film makers are currently exploring the possibility of restoring the 4018 to full operating condition for filming the Texas-based production *Big Boy* (working title).

Bensman has stated that the 4018 is in excellent mechanical condition. The locomotive underwent a complete overhaul by UP at Cheyenne in May 1957 and was retired in October 1957 with only 26,000 additional miles on it. The hot, dry Texas air along with the original care that UP shop forces gave 4018 have resulted in it needing very little work to get in operating condition. No new flues are needed — new superheaters, valve rods, piston rods, springs and a drawbar are the only big ticket items that are needed. In fact, Bensman said that when he examined the firebox, the ash from the original 1957 fire that was allowed to burn itself out was still on the grates!

Both producer Danny Bishop and director Philip Pfieffer collaborated on the screenplay. Pheiffer has been involved in such films as *Nixon, Casino, Cliffhanger, JFK* and *Dances With Wolves*. Producer Joe Pope, co-author/producer Danny Bishop and associate producer Henry Saine said that 4018 has shown a lot of promise for possible operation in the film. Look for updates on this project as RAILFAN & RAILROAD closely follows this story.

TRANSPARENCY: MARK and MIKE MAUTNER

KODACHROME: BEN KERR

CAHOKIA MARINE SERVICE GP9s, located in Sauget, Illinois, transload coal and grain to and from barges located on the Mississippi River. The units were recently painted into a handsome maroon and white livery. 6003 and 5914 (nee-C&O 6003 and 5914) were out on April 8, 1998, with a cut of coal empties. A third GP9, 6660 (ex-B&O 6660, nee-C&O 6110) is also on the CMS roster.

WEST ISLE LINE GP9r 3399 (ex-NIS 3399, exx-SP 3399, exxx-SP 3472, nee-SP 5639) was recently repainted green with gold and is now lettered for its new owner. The first generation EMD was pausing in reflection at Alpaugh, California, on March 8, 1998 **(left)**. NIS (Nevada Industrial Switch) did the restoration work and had the engine stored at Exeter, Calif.

BAMBERGER RAILROAD "BULLET" car 127 **(bottom left)**, was recently repainted by owner Orange Empire Railway Museum in Perris, Calif. Still to be applied are numbers on the front dash and aluminum skirting below the side sheets on the motorman's side. The museum's UP E8 942 is seen with the bullet.

PROGRESSIVE RAIL is a new switching operation serving an industrial park in Lakeville, Minn. SW1500's 67 **(below)** and 74 are the line's power. No.67 (ex-NS 67, exx-Southern 67, nee-Kentucky & Indiana Terminal 67) was resting at Lakeville on March 8, 1998.

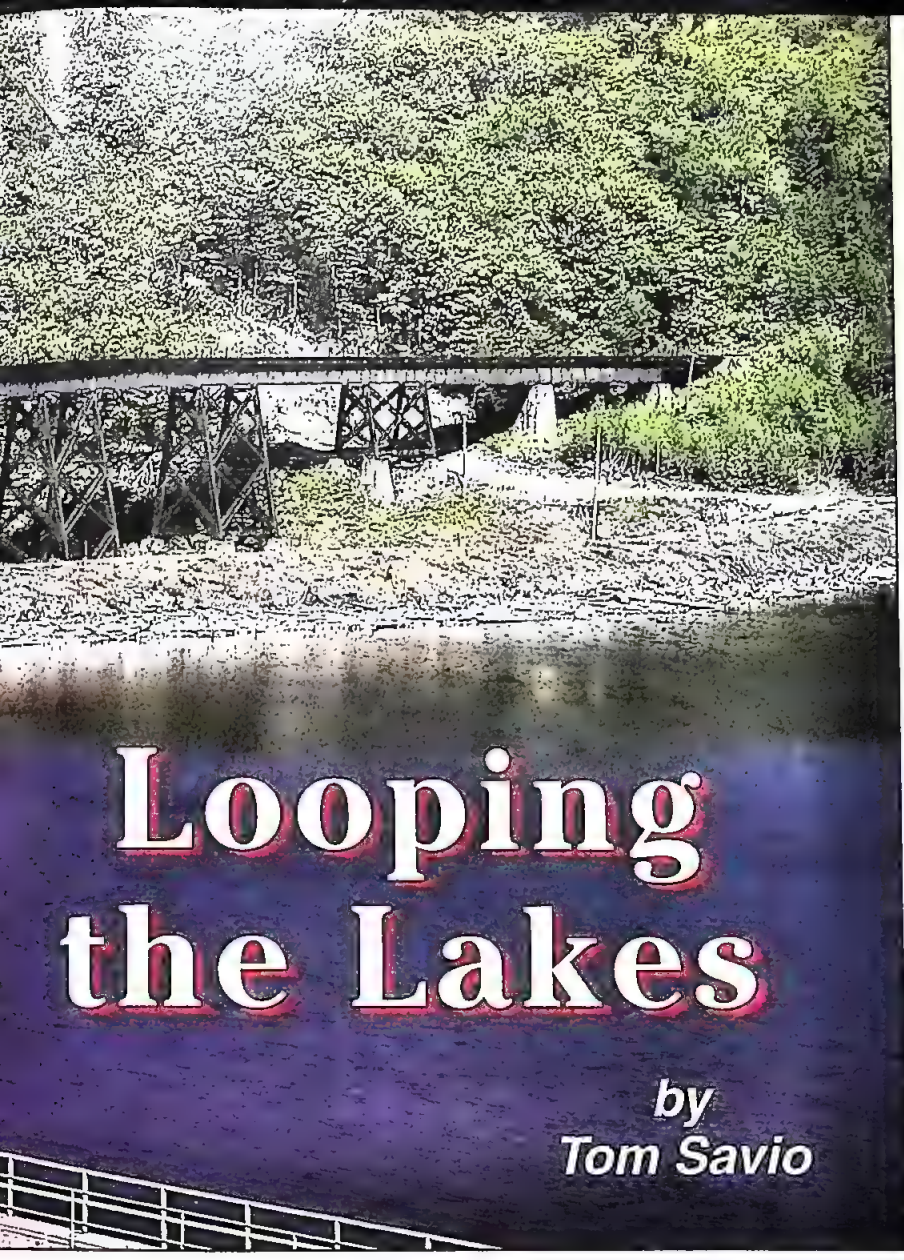
KODACHROMES: BELOW LEFT, JOHN SMATLAK / BELOW RIGHT, PETE GREISCHAR

PHOTOGRAPHY/KODACHROMES TOM SAVIO EXCEPT AS NOTED

"I'M SORRY, but you can't get from Chicago to Sault Ste. Marie by railway," said the Ontario Tourism agent. "*Au contraire!*" I replied. Recently, with the help of the bemused tourist office, I looped around the Great Lakes region by train over seven different railways, including one without any rails at all, in search of relics from the golden age of railroading.

It all started 5:08 a.m. at Westmont, Illinois, in Chicago's western suburbs. The inbound Metra "Scoot" arrived on time. This first train of my trip did not look like a relic, but the timeless appearance of my Budd stainless steel car belied its steam age design. Never mind the F40PH-2M "Winnebago" pushing on the rear. Today, even "on time" train travel has a quaint ring to it, recalling the era of Hamilton "Railway Special" pocket watches.

Arrival at Chicago Union Station left plenty of time for breakfast in the mezzanine's "Taste of Chicago" food court before my 7:00 a.m. departure aboard Amtrak's *Wolverine* for the Henry Ford Museum at Greenfield



Looping the Lakes

by Tom Savio

***GLIDING HIGH ABOVE** the Montreal River Dam, a northbound Algoma Central passenger train out of Sault Ste. Marie, Ontario, is heading for Agawa Canyon. This out-and-back trip over the "Tracks of the Black Bear" was the finale to a six-day trip around the Great Lakes. The author's circle trip began at 5:08 a.m. in the Chicago suburb of Westmont, Illinois, where a Metra "scoot" was the first of seven trains used on the six-day trip **(opposite)**.*

Village west of Dearborn, Michigan. I paid the Custom Class step-up over my seat charge to compare Amtrak's best with Canada's *VIA1* premium service later in my trip. With my Custom Class ticket came a reserved seat, morning newspaper and all the coffee, tea and fruit juice I wanted. The staff really made a point of looking after me and my bags.

My ultimate destination, Sault Ste. Marie, Ontario, is about 400 air miles north of Chicago, but the old joint Soo Line/Milwaukee Road service is long gone. My rail route will first take me 500 miles east to Toronto, Ontario, before heading north and then west to "the Soo."

Amtrak to Greenfield Village

Since Amtrak sectionalized its passenger services, local food specialties have been introduced to the menus. The *Wolverine's* "Lake City Cafe" features White Castle mini-burgers and David Berg Polish Dogs. White Castle's "fragrant" creations nearly sent me to the day coaches, but the Michigan State Wolverine linebacker in front of me wolfed down six of them! As for the "Polish," it's not for the sodium-shy.

I had figured my trip across Michigan would be a long succession of rust belt backyards. Quite the contrary, most of the route rolls through lush green farmland. I saw more deer than cows. The landscape is punctuated by small towns with architecturally outstanding stations. The Niles depot, with its giant clock tower, could be on the short list of America's most beautiful stations. And the Jackson depot built in 1876 seemed like a backdrop for an Abe Lincoln platform speech.

I arrived at Greenfield about 30 minutes late. The Greenfield Village stop is no longer restricted to groups, and single travelers can now make trips to the museum by train. But since the historic sights and exhibits can consume an entire day, you should consider overnighting at the nearby historic Dearborn Inn. Henry Ford built this beautiful colonial style hotel to entertain his many famous visitors.

The Amtrak platform is adjacent to the Village's former Smiths Creek, Michigan, depot, at one time located along the Grand Trunk, where a young Tom Edison began his career as a railway "peanut butcher." Years later, Ford went to work as Edison's chief engineer, and so began their lifelong friendship. Ford collected Americana like some of us collect toy trains. The depot, Edison's Menlo Park, New Jersey, laboratory and the Wright Brothers' cycle shop are the centerpieces of the open-air exhibits. There are also railway, aircraft and automobile collections housed in a replica of Independence Hall. The Village is encircled by an excursion railroad.

Highlighting the railway exhibits are C&O 2-6-6-6 1601, an 1893 replica of New York Central's *DeWitt Clinton* built with original components, and Ford's private railway car *Fair Lane*, recently donated by former Lionel President Richard Kughn. If you're interested in visiting, take note that Greenfield Village holds Railroad Days at the end of September.

The excursion train around the Park was the third rail trip of my journey. Our locomotive was the *Edison*, a dainty 1870s 4-4-0 with a four-wheel tender. It was rebuilt in 1932 at Ford's River Rouge Plant, where it briefly served as the plant switcher, using components from several antique locomotives.

At the end of my first day, I was picked up by Francine Chick of the Windsor, Ontario, Visitors Bureau and driven to a secluded bed-and-breakfast on the Canadian side of the Detroit River. It's been said that the difference between the U.S. and Canada is the difference between muscular and gritty Detroit and relaxed European-like Windsor on the other side of the Ambassador Bridge. Francine was my tour guide and drove me to all the next day's sites.

I stayed at Branteaney's Bed & Breakfast, an interior design *tour de force* any "railette" would love. The breakfast specialty is French Toast *a la Randy* — a 50-megaton version of an old *Super Chief* dining car specialty.

A railroad with no tracks

Of all the railroads I've traveled, the next one was the most poignant, and it never turned a wheel. The countryside around Windsor played an important role in events leading to the American Civil War. Here was the terminus of the "Underground Railroad," a loose network of clandestine trails followed by runaway slaves from the Deep South to freedom in Canada. The slaves were called "passengers," the trail guides were "conductors" and the safe houses were "stations." Of the 40,000 passengers that "rode" north, about half stayed in Canada after the Civil War, developing genteel and prosperous communities in southwestern Ontario.

***GREENFIELD VILLAGE** near Dearborn, Michigan, features a short excursion ride behind the* Edison, *a 4-4-0 built in 1876 **(left)**. Inside the buildings of Greenfield Village are C&O Allegheny 1601, built by Lima in 1941, and a replica of the* DeWitt Clinton *built by the NYC **(below)**. Artifacts of the "Underground Railroad" that moved slaves from the South to Canada during the U.S. Civil War are displayed at the John Freeman Walls Historic Site in Maidstone Township near Windsor, Ontario. While not really a "railroad," the museum features a display building resembling a caboose that was built on a flat car **(bottom)**. The Royal York Hotel in Toronto was built by the Canadian Pacific in 1929 and now features a recently restored lobby **(opposite)**.*

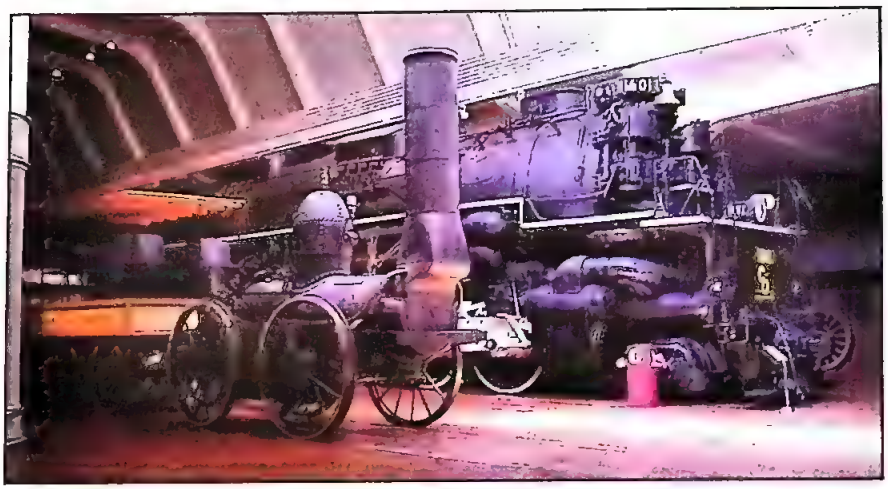
Several sites are worth visiting that interpret this sidetrack of railway folklore. The Uncle Tom's Cabin Historic Site at Dresden is a very well-developed museum and restored village. It focuses on slavery and the life of Reverend. Josiah Henson, whose experiences inspired Harriet Beecher Stowe's book. However, unlike the fictitious character Uncle Tom, Henson lived out a peaceful life after arriving on the Underground Railroad and became a community leader helping many former slaves settle in Canada.

The Underground Railroad is also the theme of the John Freeman Walls Historic Site in Maidstone Township. It's a homespun collection of actual Underground Railroad buildings, trails and artifacts maintained by Walls' descendants. There is even a theme "caboose" built on a donated Canadian Pacific flatcar. Returning to Windsor, we stopped at the Essex Michigan Central depot museum, the site of a disastrous explosion in 1907, when a boxcar of nitroglycerin blew up.

An evening ride to Toronto

At dinnertime, I boarded VIA's *Mohawk* for the four-hour run to Toronto and my night's stay at the renowned Royal York Hotel. VIA's Windsor Station is actually located two miles away in Walkerville, tucked behind the Hiram Walker Distillery—and, yes, there are tours. Frankly, VIA should consider a downtown station if it wants to attract more business travelers to the western end of its corridor service.

The *Mohawk* had a typical consist of VIA1 and standard class LRC coaches with an F40 on the point. Without the matching LRC locomotive, however, our cars could not tilt on curves as they were designed to do. My VIA1 ticket entitled me to the usual reserved seat in the spacious first class coach, hard and soft beverages and an excellent three-course pre-prepared halibut dinner. The farms and villages flashing by the huge windows in the sunset made the perfect backdrop for my meal. Service was very discreet and correct — several cuts above Amtrak's Custom Class — but the crew turned a blind eye to my bulky baggage.



VIA has been criticized for its sparse network and vintage equipment. But while Canada is the second largest country in the world, it has fewer people than California, so its tax base and consequent rail subsidies are quite modest. Since the Canadian government is considering some form of route-by-route privatization, you shouldn't put off experiencing VIA's excellent service for too long.

My arrival in Toronto's cavernous Union Station was right on the money. If you remember the train crash scene in the movie *Silver Streak,* you'll recognize the station's ornate concourse. The Royal York Hotel is just across the street and can be reached by underground passage. If you're traveling with luggage, the many helpful Red Caps can get your bags to the hotel.

When the Royal York opened its doors in 1929, it was "the largest hotel in the British Empire" and the flagship of Canadian Pacific Railway's worldwide transport system. The 1348-room hotel seems like a great ocean liner moored in the heart of Canada's largest city. The recently-restored lobby and meeting rooms feature murals and decorative arts depicting Canada's history. The Royal York's fine old-world atmosphere inspired Arthur Haley's novel *Hotel.* If you're a guest, or just sightseeing, don't miss the Canadian Pacific Store on the lower level that caters to the rail and travel romantic. You'll find originals and replicas of Canadian Pacific railway, hotel and steamship memorabilia, silverplate, clothing, posters and books, all of very high quality.

Looping the Lakes

While the prices reflect it, remember that the Canadian dollar is worth about 66 cents U.S. I found a fantastic hand-carved walnut walking stick with a locomotive handle.

Onward with F-units

Twenty years ago, the headliner at the first Winterail photo exposition was a "Farewell to General Motor's Covered Wagons," but the eulogy was premature. More than 240 of these art-deco streamliners are still rolling, mainly on short lines, commuter agencies, dinner trains and regional railways, many in Canada. The Ontario Northland Railway assigns F-units to its daily *Northlander* between Toronto and Cochrane, 750 kilometers north. The *Northlander,* my next train, burbled away on Track One in a fresh coat of yellow, blue and white paint. On the point was FP7AM 2000. On her coupler was a B-unit head-end power car, two coaches and a buffet.

The provincially-owned Ontario Northern began in 1902 as the Tamiskaming & Northern Ontario, to tap northern resources. The railway actually begins at North Bay, Ontario, 351 kilometers from Toronto, and reaches Toronto Union Station over Canadian National tracks. The ONR also operates a mixed train, the *Little Bear,* and the seasonal *Polar Bear Express* tourist excursion to Moosonee on James Bay in the subarctic. The Ontario Northland maintains its own ticket office in the west wing of TUS. When checking in, leave extra time to peruse the official ONR gifts, books and memorabilia for sale.

When I traveled in autumn 1997, the *Northlander* was a day train in both directions. Currently, the northbound run is an overnight coach trip, but the southbound is still a daylight service. ONR buses continue to connect Cochrane to Hearst and the Algoma Central.

At precisely noon, the locomotive's new Caterpillar prime mover roared, and we glided out of the dark trainshed and into the scorching sun. A record-breaking heat wave was searing Ontario. The trees had leafed-out only three weeks before, and the track crews had just finished straightening out the last of winter's frost-heaves, when the intense 90-plus-degree heat broiled the rails into a maze of sun kinks. Our former single-level GO Transit cars were too light and their air suspension too soft to ride out the rough track, so we bounced along for much of the day.

There are thousands of lakes in Northern Ontario's "cottage country." It seems as though everyone in Toronto has a tiny summer and winter retreat on a lake served by the *Northlander.* An invitation by the crew to shoot the southbound *Northlander* from the "journalist's seat" up front was quickly accepted. Ear protection was necessary to dampen the boom of the newly installed Cat 3516 diesel. It's robust roar belied a cantankerous reputation with the crew.

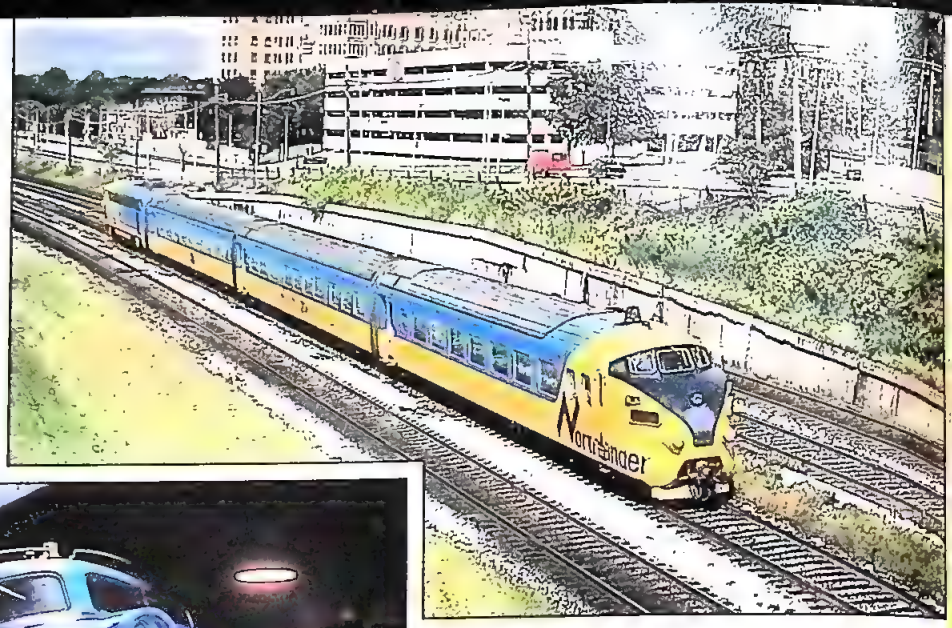
From the cab, the track traced a path left and right and over the Great Canadian Shield. A rocky Ice Age relic that is still wild country, moose, bear and beaver were spotted along the right-of-way. At South River we went into the hole for the Toronto-bound train, led by FP7AM 2001. While the covered wagons rumbled past each other, the engine men exchanged pleasantries and the morning papers.

I headed back to the "feeding car" and ordered a cold Labatt's and a hot sirloin tips dinner from a menu that included other pre-prepared meals and sandwiches. My overdone and soggy entree explained why the regulars were choosing sandwiches. But the Canadian beer was faultless, and the scenery was free. This is the home of Gordon Lightfoot, the balladeer of the endless Canadian landscape. The rhythms of his "Great Canadian Railway Trilogy" played through my mind as the forest, lakes and meadows rolled by.

We finally gained home rails at North Bay, headquarters of the Ontario Northland Transportation Commission which operates the railway as well as buses, ships, trucks, and telecommunications. The ONR shops are also located here, and recently they restored the original *Northlander's* former *Trans Europe Express (TEE)* passenger cars for a Swiss railfan club that plans to run them in Europe.

The light was beginning to fade, but there was little respite from the heat until we reached Matheson, where the smoke from an immense forest fire blotted out the sun and

***ONTARIO NORTHLAND's* NORTHLANDER** *operated with* Trans Europe Express *equipment throughout the 1980s, complete with the distinctive cab cars. The equipment, restored in 1997 by ONR shop forces at North Bay for return to Europe, was leaving Toronto on the* Northlander *in September 1986 (**right**). For the author's 1997 circle trip, FP7AM 2000 (originally ONR 1502) led a head-end power car and three former GO Transit commuter cars at Toronto Union Station (**below**). As viewed from the "journalist's seat" in the cab, the northbound* Northlander *met its southbound counterpart at South River, Ontario (**bottom**). Leading the soutbound train on its odyssey was FP7AM 2001.*



TOP KODACHROME MIKE RAIA

effectively ended the day. Our 10:50 p.m. arrival at Cochrane was an hour late due to slow orders — "account sun kinks." The long stone depot has been completely remodeled into a travel center. The second story is now a small modern hotel. If I had the time to ride tomorrow's mixed train, this would be the ideal place to bunk in.

Unfortunately, I was fighting time. I had to be in Hearst, Ontario, early the next morning to catch the tri-weekly Algoma Central train to the Soo. Waiting at the Cochrane depot was an Ontario Northland bus to take the through passengers the final 208 km west to Hearst. The ONR does operate freight trains

DESPITE A 1:45 A.M. ARRIVAL IN HEARST, ONTARIO, *the author fired off a few open flash shots of Algoma Central FP9 1750 and Wisconsin Central SD45 6529 before turning in. WC purchased the AC in 1995. On the southbound trip from Hearst the train crossed the "floating bridges" of Hoo Doo Bay (**below**). The pile trestles don't touch bottom in the muskeg. Rock and steel is being utilized to replace these oddities, which are a maintenance headache.*

to Hearst over the former CNR Northern Transcontinental line.

We left the station and "fumed" past a museum train led by T&NO (that's Temiskaming & Northern Ontario, not Texas & New Orleans) 137, originally a CNR 2-8-0 that had pulled the Canadian Centennial train over the ONR in 1967.

The nearly three hour run to Hearst was fast and smooth—no traffic, just the open sky still tinged with light this far north. I was let off at the Companion Hotel-Motel just a few hundred feet from the Algoma Central platform where the train was parked under Kleig lights. The pristine FP9s glowed in the ACR's newest version of its classic Lackawanna-style livery — silver, maroon and yellow — with black bears. The ACR bills itself as "The Tracks of the Black Bear."

What to do? It's 1:45 a.m. Should I set up the flash equipment or call it a day, and trust in more good weather tomorrow? I'm resolved to leave nothing to chance, having ventured this far already. After alerting the desk clerk, I fired off a precious box of Sylvania press bulbs. I finally turned in at 3:45 a.m.

The tracks of the black bear

In my dreams, people were speaking French — which I don't. I awoke to the voices of French-Canadian hotel workers outside my door. It was 7:30 a.m. and pouring rain. I grabbed my grips, downed a cup of java and made a dash for the train.

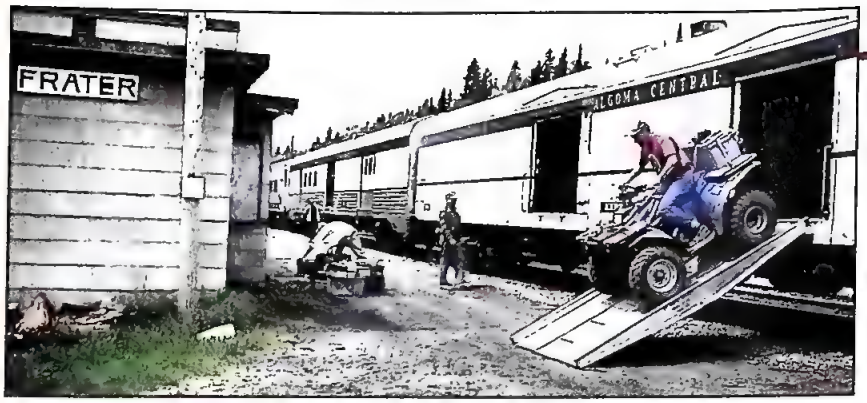
The ACR consist was a history lesson itself, from the two former VIA FP9s and the C&O triple-door baggage car that once served Rio Grande's *Yampa Valley Mail* to the CPR's unique curved-side coaches. The ACR purchased its eleven F-units from VIA in 1995 specifically for its passenger trains, although they are occasionally pressed into freight service in the off-season.

The Algoma Central Railway began in 1899, and it was so ambitious, it was soon called the Algoma Central & Hudson Bay — "All Curves & High Bridges." The ACR was built to haul iron ore and forest products to Lake Superior. It operates about 475 kilometers of line between Hearst and Sault Ste. Marie. In 1995 the ACR was purchased by its U.S. connection, the Wisconsin Central.

As we moved along, the rain subsided, but the cooler temperatures were hardly noticed in the high humidity. This climate leaves its signature in muskeg and mosquitoes. Ahead were the famous "floating bridges" of Hoo Doo Bay, pile trestles that never touched bottom in the muskeg. They're being replaced with rock and steel, but until the job is done, the bridges will remain a maintenance headache.

This train is a government-subsidized lifeline for bush settlers, First-Nation people, sportsmen and cottage folk. Baggage cars are put to good use hauling canoes, all-terrain vehicles, groceries, and game. The Algoma Central does make a healthy profit on its popular tour trains from the Soo to Agawa Canyon and the ski slopes on the southern end of the line. We're making a day-long trip back over the Canadian Shield through Agawa Canyon to Lake Superior. This is the country that inspired Canada's famous artists, the Group of Seven, who summered

Looping the Lakes



in an ACR section house. Later, they painted the murals that decorated Canadian Pacific's streamlined *Canadian*.

The conductor volunteered to "ask" the engineer if I could ride the cab through the canyon. Although he is the "captain" of the train, everyone thinks the engineer is in charge — including the hogger himself — and the conductor goes along with the charade. I'm in luck — the engineer wants all the publicity he can get for "his train," and I'm soon occupying the left side of the cab.

At the northern entrance of Agawa Canyon, the river has cut a very narrow, deep defile which we share with the whitewater like a scaled-down version of Colorado's Royal Gorge. The canyon soon opens up, and we pass a well-developed park created by the ACR in the broad valley that's surrounded by high, forested monoliths. It resembles a miniature Yosemite Valley, complete with its own Bridal Veil Falls. The park has hiking trails, picnic tables made from freight car trucks, a passenger car gift shop and an amazing two-story Swedish self-composting restroom complex. This is truly wild country, no telephones, no roads and no hook-ups. Beginning in June 1998, fans and sportsmen can rent ACR's posh former Green Bay & Western "business caboose" for longer stays in the canyon.

At Frater, we stopped to put off some deer hunters and their ATV's which were driven off the baggage car using a portable ramp. We're soon rolling again, clawing our way over the three percent grade to the Montreal River Valley, eventually crossing the gigantic curved trestle over the Montreal River Dam, one of railroading's great engineering feats. The dam was actually poured around the bridge.

Mealtime on the train was simplicity itself. Sandwiches were freshly made to order from a snackbar at the end of the car. The ACR

THE ALGOMA CENTRAL SHOPS AT HEARST, ONTARIO, *are housed in a "square" roundhouse, including an indoors turntable* ***(below)****. FP9A 1753 shared the facility with Wisconsin Central GP40 3006 and a variety of maintenance equipment. The ACR is a lifeline into the Ontario wilderness, providing the only access to some remote areas. Deer hunters unload their ATV's, using portable ramps, from the baggage car at Frater* ***(above)****.*

does operate full dining cars on its tour trains, as well as a premier-class dome-observation car off the Union Pacific.

For the last 50 kilometers into Sault Ste. Marie, we played hopscotch with Highway 17. This is the only practical place for line side photography, but the afternoon light and picturesque settings are great. The ACR is truly one of the world's great railway journeys. We pulled into the contemporary Sault Ste. Marie depot, located in the parking lot of the city's shopping mall near several hotels. I stayed at the Holiday Inn, the only lakeside hotel with easy access to the train, tour boats and the Soo's other waterfront attractions.

The next morning, I accepted an invitation to tour the railway's shops, including the historic enclosed "square" roundhouse and turntable, a protected landmark. I also walked through the road's two vintage business cars, the *Agawa* and *Michipicoten*. The arched window *Agawa* is a 1913 Barney & Smith product, one of the first all-steel passenger cars. Both cars are completely restored and available for private charter on ACR trains.

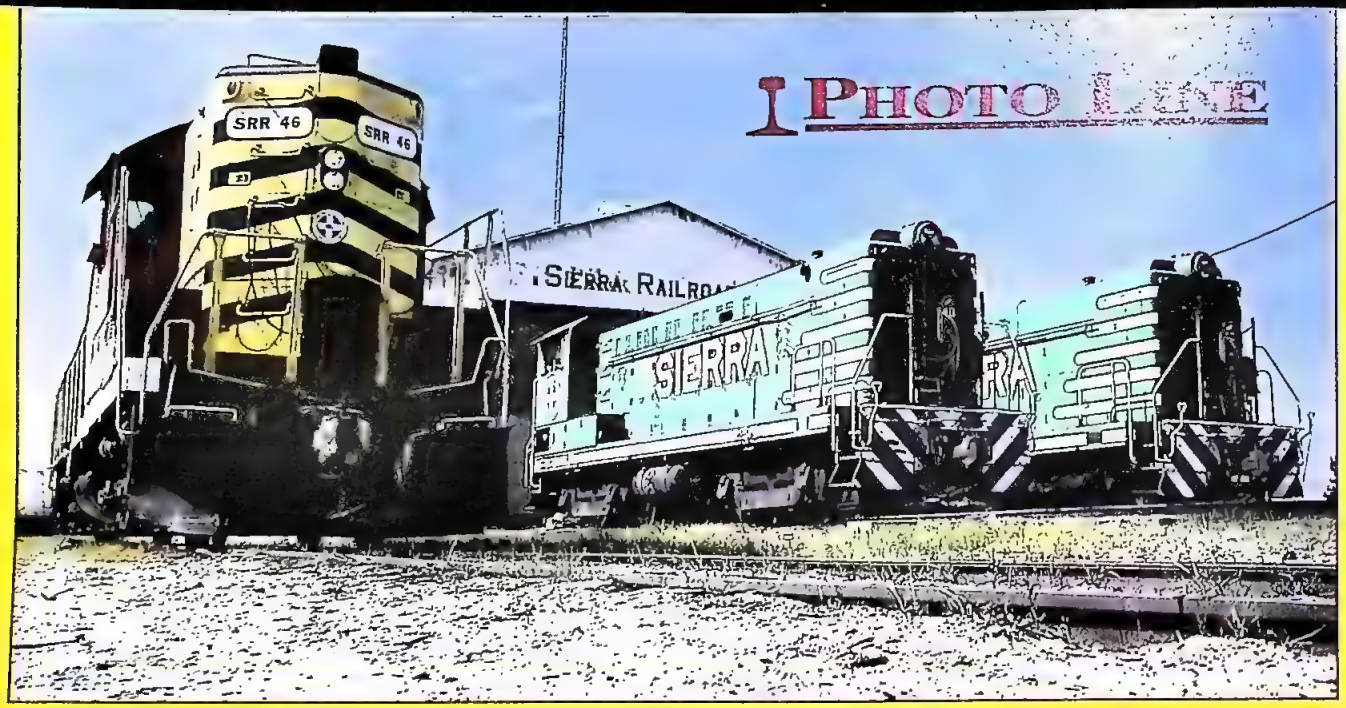
On the service tracks were two experimental "radio-controlled" cabooses fitted out with a full array of horns, lights and mulitple-unit hoses. When attached to to a normal locomotive, a single crewman can run the engine by radio from the caboose or the ground.

Alas, times have changed on the ACR. 'Whiskey Central" maroon and yellow has splashed over the Lackawanna grey. But change also brought the F-units, which will keep their colors and black bear logos. And there'll be surprises too, like the gorgeous WC F45 I spotted on the sand track — a second generation covered wagon. The ACR is not the only railroad in the Soo. Just northeast of downtown is a small yard that originally serviced the Canadian Pacific branch from Sudbury with rare MLW (Alco) RS18Us. It has since been leased to the Huron Central Railroad.

My fascination with transportation goes way beyond flanged wheels, so I made a point to visit the Canadian Bush Plane Heritage Centre about a mile east of the ACR depot. It's an outstanding museum of vintage float planes, fire fighting and cargo aircraft. A visit to the Soo would not have been complete without a boat tour through the famous locks around the rapids of the St. Marys River, which enable navigation between Lake Superior and the other Great Lakes. We sailed past giant lake boatsflying the house flag of the Algoma Central Corporation which is nearly identical to the ACR logo, since the steamship line was once the railroad's parent company.

I was beat — seven trains in six days. With my loop trip essentially complete, I decided to relax and play the tourist on the Agawa Canyon tour train and then fly home on Great Lakes Airlines from the American side. However, if I had known then just how aggravating my flight would be, I would have completed my loop by "Greyhounding" to Sudbury and riding VIA's *Canadian* back to Toronto. I should have listened to my own advice — "Next time, take the train!"

***THE INFLUENCE OF** the Wisconsin Central on the Algoma Central is evident in the yard at Sault Ste. Marie, Ontario. As it says on the cupola, WC caboose 17 houses remote control equipment **(above)**. When the cabin is attached to a locomotive, a crewman can control the locomotive from the caboose or from the ground. A new generation of cab unit is represented by WC F45 6650, parked on the servicing tracks in the yard **(right)**. The ACR has retained some of its own identity since WC purchased it in 1995, however. In addition to the F-units, most of the passenger equipment still retains ACR lettering. Two vintage business cars, the* Agawa *and* Michipicoten, *are stored in "the Soo." The stained glass in the* Agawa *shows that the Algoma Central can still proclaim itself "The Tracks of the Black Bear" **(top)**.*



A CLASSIC LINE-UP, unplanned and unposed, was outside the Oakdale, California, shop when the freight from Chinese arrived behind GP9 46. The Geep joined famed Sierra Baldwin S12s 40 and 42 for the impromptu session. Photographer Benson had never seen the Baldwins side-by-side at the shop before and regretted his decision to not bring his black & white camera on this outing, committing this scene only to Kodachrome.

photography by

Ted Benson

March 11, 1998

EASTBOUND EMPTIES approach Wamble Road outside Oakdale on the return trip to Chinese and Standard behind Geep 46 (left). A few distant houses are seen on the horizon of a once-pristine rural view.

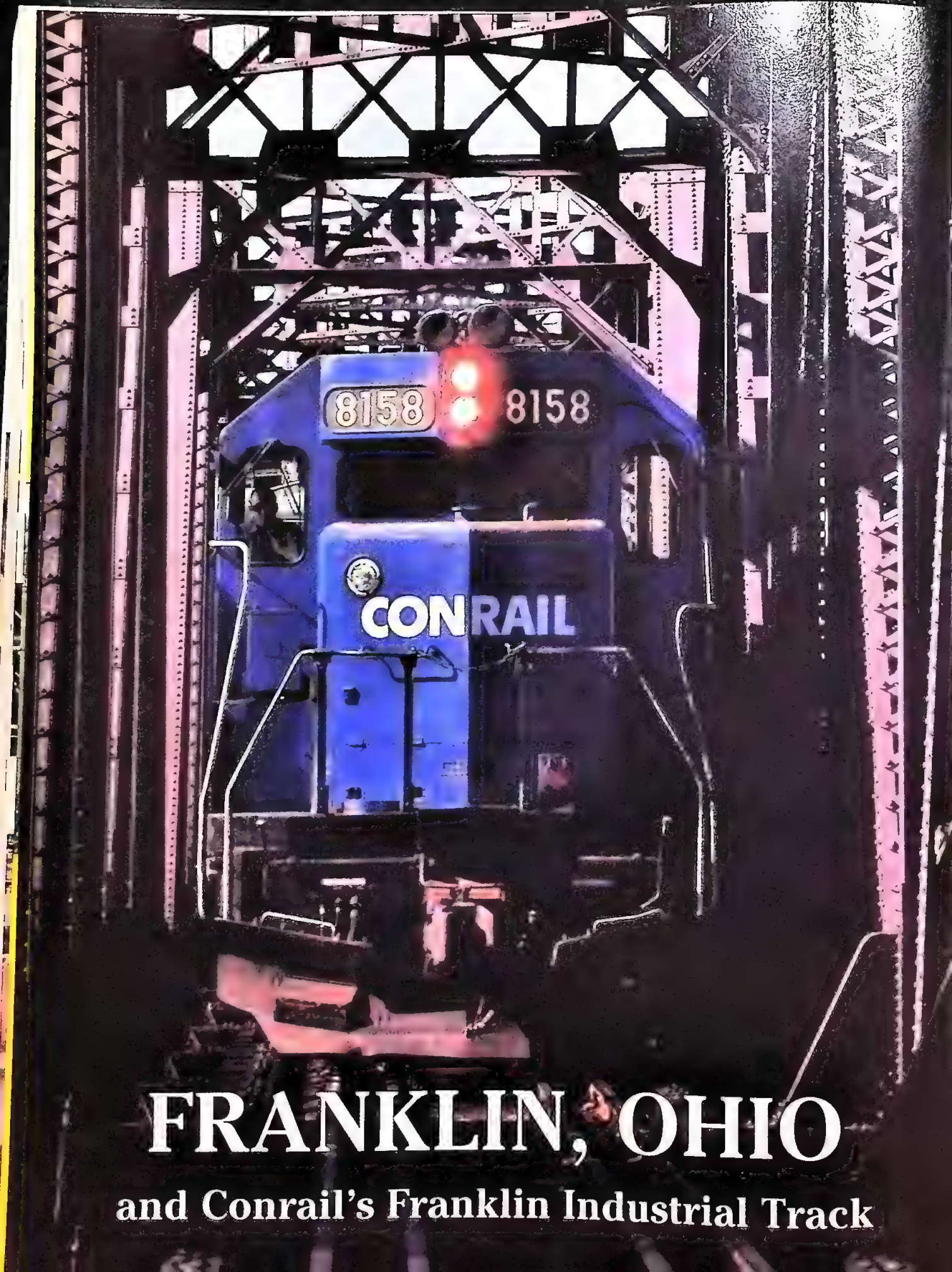
SIERRA IN THE SPRING

THE DYNAMIC BRAKE-EQUIPPED short hoop of Espee AS-616 5247 was acquired by the Sierra in 1969 for use as a load tester at the Oakdale shop. Years after testing its last load, the souvenir of SP's early diesel days still lingers in the shadows near the Sierra S12s (right).

THE SIERRA BOUNCES over trackage that can best be described as "rough" in some sections, but improvements have brough train speeds up, making the chase from Chinese to Oakdale just a little more challenging. Evidence of Sierra's track improvement program is evident as GP9 46 takes the westbound loads out of Warnersville (right).

WESTBOUND FOR OAKDALE, Sierra GP9 46 traverses "Newell Cut" in the Red Hills west of Chinese, California (left). The original main line of the Sierra Railway of 1897 passed at right angles through the current right-of-way at this location, taking a tortuous path down to Dry Creek Canyon. Relocation of the 1897 line was one of the first tasks completed by Sierra chief engineer William H. Newell upon entering the company's employ in 1899. The surrounding woods shows evidence of a fire that ravaged this area a couple of years ago, taking with it the set of the western town of Back to the Future 3, *one of many movies filmed along the Sierra.*

Sierra Geep 46 paints a nice reflection in a vernal pool in the green hills outside Oakdale near the Warnerville Road crossing. The train is heading westward across the plains at 20 miles an hour.



FRANKLIN, OHIO

and Conrail's Franklin Industrial Track

THE CITY OF FRANKLIN, located in southwestern Ohio, was founded in 1796. The town sits in the Great Miami River valley. Around the turn of the century, Franklin began to grow into a transportation town. There were four modes of transportation that came into town — the canal, two interurban lines, the Dixie Highway and three railroad lines, all on their way to Cincinnati. The canal boats traveled from Toledo while the two interurban lines were from Dayton. The Dixie Highway was also coming from Dayton, passing through Franklin on its path to Cincinnati. Two of the three railroad lines heading for the Queen City were built through Franklin, itself, and a third was laid one mile to the west.

Today, the Franklin Industrial Track is a seven-mile Conrail branch serving its namesake town. This spur has two asphalt shingle manufacturers and a corrugated container recycler plant that generates about 30 to 40 cars a week.

Franklin's moving past

The first mode of transportation to come to Franklin was the Miami & Erie Canal, which was completed in 1828. The canal ran from Toledo to Cincinnati and connected Lake Erie to the Ohio River. Miami & Erie canal boats hauled freight in and out of Franklin until the turn of the century when the railroads were built, putting the canals out of business.

The Miami Valley Traction Line secured a franchise from the county commissioners in June 1897, authorizing the laying of tracks alongside Dixie Highway from Miamisburg to Franklin and on to Middletown, Ohio. The name was changed to the Ohio Electric in 1907 and then later changed again to the Cincinnati & Lake Erie (C&LE) in 1930. The C&LE stopped running in 1942.

The second traction company to service Franklin was the Lebanon & Franklin Traction Company (L&F), running eastward parallel to Ohio State Route 123. The L&F was abandoned in 1922. A substation of the C&LE still stands today and can be found between Main and Riley Streets next to the track, just north of the Clear Creek railroad bridge.

The first railroad built in Franklin was the Big Four — the Cleveland, Cincinnati, Chicago & St. Louis (CCC&StL). The Big Four built from Dayton to Cincinnati and commenced running regularly on July 1, 1872.

The Cincinnati, Jackson & Mackinaw (CJ&M) was the second railroad to enter Franklin. The CJ&M came from Michigan, paralleling the Indiana state line about 15 miles inside Ohio. By the autumn of 1886, this road was completed from Van Wert, Ohio to the Great Miami River across from

PHOTOGRAPHY KODACHROMES BRADLEY A. McCLELLAND

by
Bradley A. McClelland

***CONRAIL LOCAL WSMO-12** with GP38-2 8158 in the lead was crossing the Great Miami River into Franklin, Ohio, on October 8, 1996 **(opposite)**. With the caboose tucked in behind GP38-2 8160, the crew of the local has stopped for a Pepsi at Oney's Quick Stop **(right)** after finishing their work in Franklin on April 26, 1993. Once on the move, the train will head northward back to its home yard in Moraine.*

Franklin. In the spring of 1887 the CJ&M crossed the Great Miami River, meeting the Big Four at Franklin Junction and Franklin became the southern terminus.

The CJ&M later acquired trackage rights over the Big Four and Pennsylvania Lines from Franklin Junction to Cincinnati. In 1900 the CJ&M name changed to Cincinnati Northern (CN). Then, in 1935, both the Big Four and Cincinnati Northern Railroads were taken over by the New York Central System.

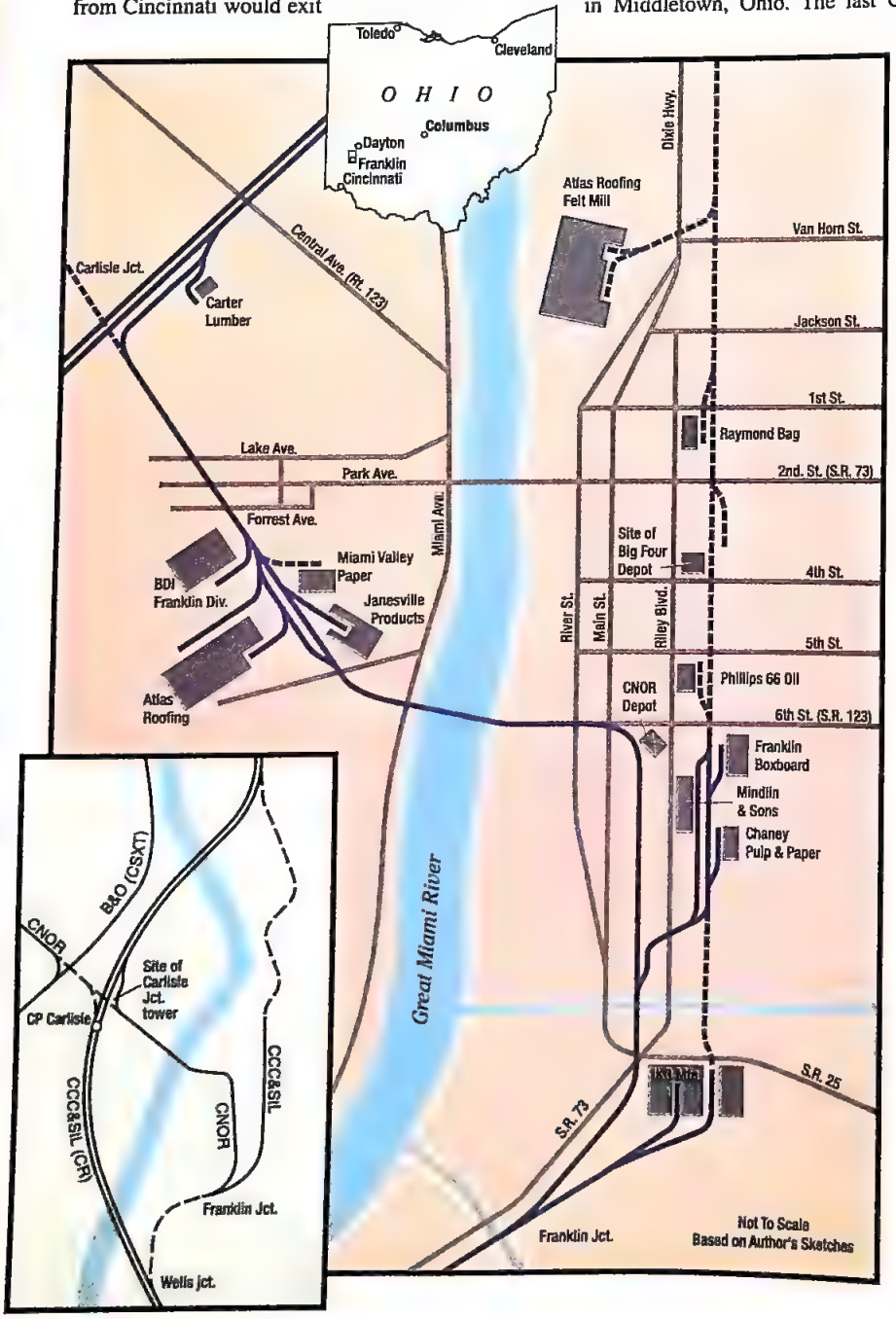
Through trains stopped running in Franklin in 1911 when a newer, straighter line was built that by-passed the town. This new alignment started just north of Franklin and headed south, crossing the Great Miami River. South of the river, it crossed the CN at a location that became Carlisle Junction. It crossed over the Great Miami River again and joined the old line at Wells Junction, just south of Franklin. CN trains coming north from Cincinnati would exit the new line at Wells Junction, travel the original Big Four line to Franklin Junction, then swing back onto CN rails, crossing the new line at Carlisle Junction. The original Big Four line was last used in 1911, but in the spring of 1913 the Great Miami River Valley was struck with a disastrous flood, washing out the new line. The old line was used while the new line was being rebuilt. The old Big Four line north of Franklin was again abandoned in 1914.

A depot was built in 1911 on the new line to handle the passenger business for Franklin. From 1911 until the end of passenger service to Franklin on April 28, 1951, the town was served by three depots — Big Four, Cincinnati Northern and, later, the New York Central depot. In 1953 the newest Franklin depot was moved away from the tracks. The old Big Four depot was torn down in November 1967, moving the freight agent to Reed Yard in Middletown, Ohio. The last CN passenger train to stop at the CN depot was No.207 on February 3, 1938. Fortunately, the CN depot still stands today and has been beautifully restored.

The section of track between Franklin Junction and Wells Junction was abandoned in the 1940s, although a connection track was later built at Carlisle Junction for trains heading north up the CN. Another new connection was also made from the new line on to the CN, to service Franklin. Carlisle Junction Tower was built to guard the crossing of the new line and the CN. Penn Central installed CTC on the line from Dayton to Cincinnati in the early 1970s and Carlisle Junction Tower became a small silver box next to the tracks named CP (Control Point) CARLISLE (later CP 223. Conrail rebuilt the old CN into a heavy-duty line with welded rail and named it the Carlisle Branch. Conrail ran traffic on this branch from Cincinnati to Indianapolis, Elkhart and Richmond, Indiana, until 1982.

The Carlisle Branch was abandoned north of Germantown, Ohio, on January 31, 1983. Conrail still served one customer on the line, a machine manufacturing company called Dupps, Inc., located in Germantown. Conrail would run the approximately five miles to Germantown until Dupps purchased the line as far south as Carlisle Junction, with Dupps using its own fleet of flat cars to haul its heavy machines. In 1985 a new track was built connecting the Dupps branch with CSX about a mile west of Carlisle Junction, ending the manufacturer's interchange with Conrail and resulting in the abandonment of the old CN between Carlisle Junction and the new CSX interchange.

In late 1989 the original Big Four tracks from Sixth Street north to Van Horn and Dixie Highway were permanently taken out of service, leaving just a stub of the old line between Franklin Junction and Sixth Street.



Operations

Things were completely different on the Franklin Industrial Track 25 years ago. I remember the first time I saw the local — it was about 3:00 a.m. in Franklin when I saw a little solid black Penn Central SW1 with 16 cars and a PC green caboose. Back then the Middletown-to-Franklin local (MIF) was stationed at Reed Yard in Middletown, Ohio. In 1977 the MIF local was moved to Moraine Yard, renamed MOF-9 & -10 and ran at night. Then in 1982, the Moraine-to-Franklin (MOF) and the Moraine-to-West Carrollton (MOM) locals were combined into one local. The MOM-7 & -8 local (renamed WOMO in the mid-1980s) switched the paper mills in West Carrollton. WOMO-7 & -8 was called at Moraine yard at noon. The local switched West Carrollton, Miamisburg and then by afternoon, WOMO-7 & -8 arrived in Franklin, occasionally running up to Germantown on the Carlisle Branch to serve Dupps. When the paper mills' freight traffic increased in 1984 in West Carrollton, WOMO 7 & 8 was split into two separate locals. Again WOMO 11 & 12 served

Franklin and YOMO-31 served West Carrollton. Today Franklin is served by WSMO-12 on Tuesday, Thursday and Saturday. On Monday, Wednesday and Friday, the local runs east to Springfield and London, Ohio.

Every Tuesday, Thursday and Saturday in the Moraine Yard South of Dayton, Ohio, the crew of WSMO-12 reports to work around midday. WSMO-12 usually has a GP38-2 or, on occasion, a GP40 and anywhere from seven to 30 cars. About one or two hours later, WSMO-12 departs Moraine Yard heading for Franklin about eleven miles to the south.

When WSMO-12 arrives at the switch for the branch, just east of CP 223 (Carlisle Junction), the head-end brakeman aligns the switch. Once the local is in the clear on the siding, the conductor riding in the caboose realigns the switch to the main. The engineer calls the Cincinnati line dispatcher to inform him that WSMO-12 is in the clear on the Franklin lead. WSMO-12 parallels the main on the siding and turns south on the CN toward Franklin.

Just north of Lake Avenue, where former concrete CN mile post JAC 204 still stands, WSMO-12 crosses Lake Avenue, Cedar Street and Forrest Avenue. WSMO-12 drops off its cars for Atlas Roofing Products at a passing siding on the west side of the river. Once the cars are set off, WSMO-12 crosses the Great Miami River bridge then slows to a crawl as it travels down the middle of Sixth Street. The good people in their cars stop and stare as if they've never seen a train in the middle of the street before. The local leaves Sixth Street and turns south, passing the former CN depot. Here the tracks parallel Riley Boulevard, which was built on the Miami & Erie canal. The boulevard has been nicknamed the "Riley Roller Coaster" because it has settled in places. Just before it reaches Clear Creek, WSMO-12 stops and backs up over the former tow path of the Miami & Erie canal on a track that connects the CN to the Big Four. This new connection was built to eliminate the Big Four bridge over the creek. After crossing Riley Boulevard, Sam Mindlin & Sons, a recycling company, is the first industry WSMO-12 switches. Mindlin receives empty boxcars to ship out old corrugated containers or "O.C.C." The O.C.C. is shipped to and paid for by three different Kraft paper mills — International Paper, Inland Container and MacMillan-Bloedel. These mills will recycle the O.C.C. to make linerboard or corrugated Kraft. Mindlin ships out about four to six loaded boxcars a week.

At one time there were three companies north of Mindlin that used rail. Chaney Pulp received pulp in boxcars until 1993. Another manufacturer, Franklin Boxboard, Corporate Division of the Newark Group, received boxcars loaded with scrap corrugated containers. Its rail siding was removed about ten years ago. The last company known to use rail was Atlas Roofing Products, which shipped out boxcar loads of felt used in making asphalt roofing shingles. Atlas was located at the north end of Franklin at the intersection of North Van Horn and Dixie Highway. The former Big Four track from Sixth Street to North Van Horn and Dixie Highway were permanently taken out of service in late 1989.

After leaving the outbound loads from Mindlin on the connection track, WSMO-12 heads south across Clear Creek and Dixie Highway, rounding a banked curve to Franklin Junction, in an area the Conrail crews call "the jungle" because of its thick vegetation. The local cuts off the train on the CN and backs north up the former Big Four

HEADING EASTWARD ON SIXTH STREET IN FRANKLIN, *Conrail GP9 7473 with a caboose in tow was heading into town to do some switching* ***(above)*** *on January 12, 1983. The former Cincinnati Northern and Big Four lines came together at Franklin Junction just south of town along State Highway 73. Conrail B23-7 1954 has just pulled down on the CN and will back up the original Big Four to serve IKO on August 8, 1984* ***(below)****. The CN had trackage rights over the Big Four from this point into Cincinnati until the bypass was built around the town in 1911. Both roads later became part of New York Central in 1935.*

main to its biggest customer, IKO Production, Inc. IKO manufactures premium quality roofing shingles and receives eight to nine loaded 90-ton tank cars of raw asphalt a week from various refineries in the U.S. and Mexico. IKO leases over 50 tank cars for shipment of raw asphalt. Between eight and ten Wisconsin Central covered hoppers loaded with 100 tons of roofing granules come in a week. IKO receives twelve various colors of roofing granules manufactured by 3M Company located in Wausau, Wisconsin. Finished products are shipped out in boxcars to distribution warehouses and customers, as many as 18 cars a week.

Upon completion of the work at IKO, the train pulls forward to Franklin Junction. With a crew member riding in the caboose, the local backs to the connection track at Clear Creek, picks up the loads from Mindlin & Sons, continues backing past the CN depot in the middle of Sixth Street and across the Great Miami River. On the west side of the river, WSMO-12 places the cars from the east side in the passing siding with the cars dropped earlier. WSMO-12 runs around the cars before working the only customer on the west side of the river, Atlas Roofing Products. They receive loaded covered hoppers of roofing granules, usually in Wisconsin Central covered hoppers from GAF Company in Kremlin, Wisconsin, at a rate of about five to eight hoppers a week. Atlas also ships out finished tar paper and roofing shingles, averaging about two to five loaded boxcars a week.

At one time there were two other industries here that recently discontinued rail service. The first, Miami Valley Paper, used to ship in loaded boxcars of paper. The second, Union Camp, was in the building that now belongs to BDI Franklin, corporate division of the Newark Group. This building was Union Camp's school supply division. Union Camp received boxcars full of paper and converted the paper to writing paper and notebooks.

When WSMO-12 finishes working Atlas, the caboose is placed behind the locomotive and they head out of town. Sometimes the crew will stop at Oney's Carryout for a soda. Afterwards, WSMO-12 heads north back to the main. WSMO-12 stops at the main line switch, calls the Cincinnati line dispatcher and, after receiving permission to leave, pulls out on the main. The brakeman throws the main line switch to normal, then the local backs up to pick up the brakeman and heads east. Eleven miles later WSMO-12 is back at Moraine Yard and the day is finished.

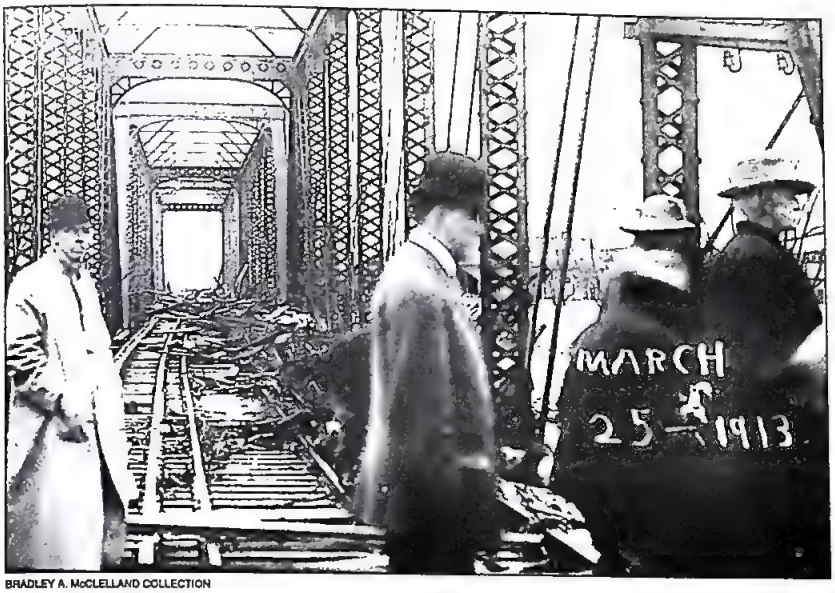
Visiting Franklin

To get to Franklin, follow I-75 to State Route 73-Franklin-Springboro, exit 38. Turn west on Route 73, and go down the hill to downtown Franklin. Cross the Great Miami River on the Second Street Lion Bridge. At the end of the bridge, turn right onto Miami Avenue. One mile to the north is Route 123. Turn left onto Route 123 or Central Avenue. The first set of tracks is Conrail's Cincinnati line. To the west is a switch, which is the beginning of the Franklin Industrial Track.

If you travel north a half-mile mile on Route 123 you will find the single track CSX Toledo-to-Cincinnati main. Cross the tracks and turn left on Park Drive. Parallel to the CSX tracks is the Carlisle Railway Museum. This is a great spot to sit, watch trains, listen for the Franklin local WSMO-12 and even see the historical railway pieces on display. CSX also has a passing siding here. CSX uses radio channels 160.320 and 160.230.

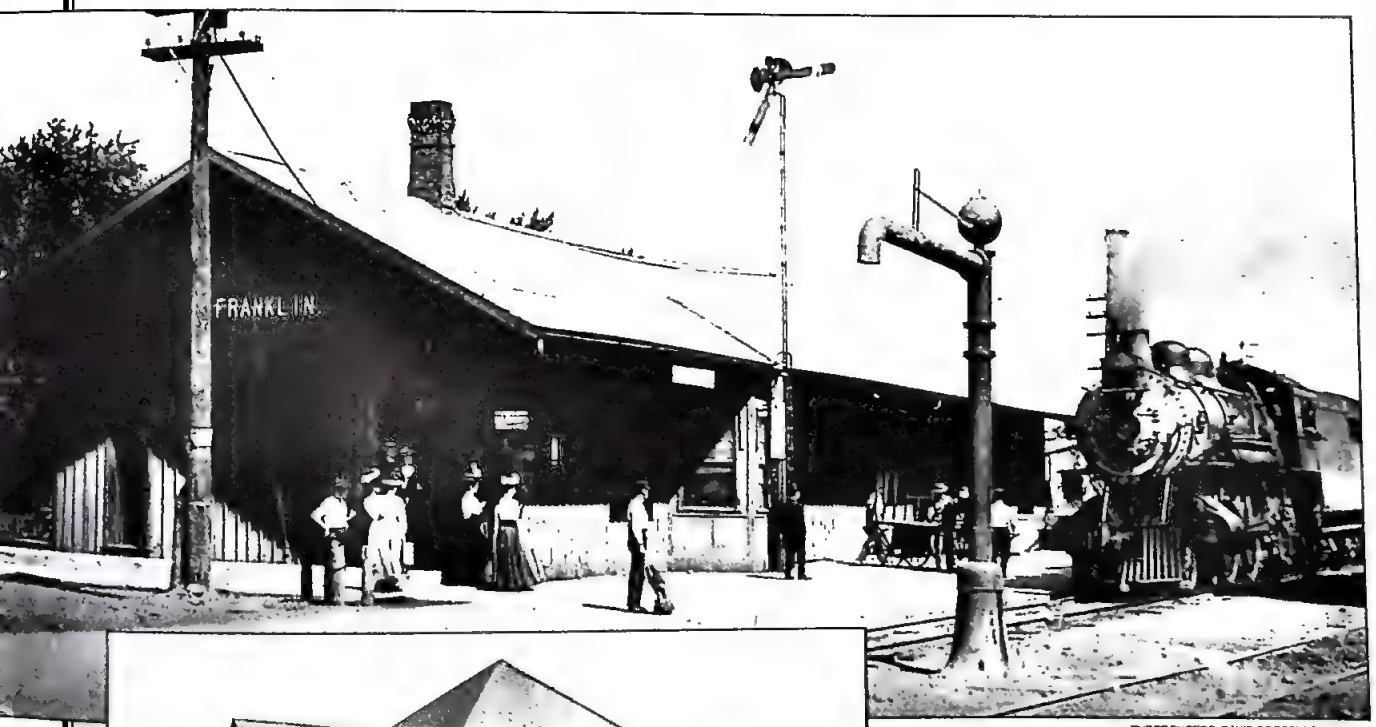
PASSING THE RESTORED CINCINNATI NORTHERN DEPOT, *Conrail GP38-2 8158 was cruising Sixth Street in Franklin on October 8, 1996 (**above**). A good shot of WMSO-12 arriving in or leaving Franklin can be had off Forrest Avenue. On May 17, 1994, GP38-2 8141 was running under clear springtime skies after finishing its work in town (**below**).*

Through the years in Franklin



BRADLEY A. McCLELLAND COLLECTION

THE CINCINNATI NORTHERN BRIDGE *over the Great Miami River was damaged in the flood of 1913 (**left**). The same flood washed out the new Big Four by-pass around Franklin that was opened in 1911, requiring the reopening of the original right-of-way through town. The Big Four depot in Franklin (**below**) housed a freight agent and was used for passenger service until the new line was built in 1911. The structure was torn down in 1967. A new depot was built on the bypass in 1911 to serve Franklin (**bottom left**). It was used until passenger service ceased on April 28, 1951. The station was moved away from the tracks in 1953. Carlisle Junction was established at the point where the new Big Four alignment crossed the Cincinnati Northern. A tower (**bottom right**) guarded the interchange until Penn Central installed CTC in the 1970s. The Franklin lead can be seen behind the tower. The structure was replaced by a small silver box and renamed CP 223.*



THREE PHOTOS, DAVID DROSZI COLLECTION

***IKO PRODUCTION** is the only customer served by Conrail on the former Big Four south of Clear Creek. On November 30, 1994, GP38-2 8128 was switching next to a skid of asphalt roofing shingles **(left)**. About 18 carloads of shingles are shipped by rail each week. On April 25, 1983, GP8 5431 was leading WOMO-7 over the first of two wooden trestles located between CP 223 and Lake Avenue in the Hollywood section of Franklin **(below)**. This is former Cincinnati Northern trackage.*

and the crews verbally call signals, so you know where the trains can be found. Conrail has a Defect Equipment Detector (DED) at Miamisburg, mile post 218, and at Middletown, mile post 225, which broadcasts on 160.800. All Conrail trains clear the DED, so you can bounce back and forth between Conrail and CSX.

If you backtrack south on Route 123 or Central Avenue, turn right on Miami Avenue to the Lion Bridge. Turn right on Park Avenue and follow it about three-quarters of a mile. Park Avenue makes a sharp right turn. At the stop sign turn left on to Lake Avenue. This is the first railroad crossing. You can pull of on either side of the tracks, and to the north are two wooden trestles. This section of Franklin is called Hollywood.

Cross the tracks and make a left off of Lake onto Sycamore Street, turn left on Park Avenue and left again on Lynn until it dead ends at the tracks. Here you can get a pretty good picture over someone's backyard. Go south on Lynn and turn left on Forrest Avenue up to the tracks. This is a nice open space, there are plenty of places to park and you can photograph the local coming and leaving town. Cross the tracks and head up to Park Avenue one block to the north. Turn right on Park Avenue across the Lion Bridge and turn right on River Street, which is one way south. Here you can drive up about four blocks from the Lion Bridge and shoot the Great Miami River Bridge to the right or get pictures of street running in the middle of Sixth Street to the left.

Follow the tracks east on Sixth Street. At Main and Sixth is the restored CN depot. Continue east on Sixth Street one block to Riley Boulevard and turn right. On Riley you'll cross over the connection track from the CN to the Big Four and just before crossing Clear Creek there is a place to pull off. At this point you can photograph the local backing up the connection track or crossing Clear Creek. Looking to the east, you can view the former Big Four bridge abutments over the creek.

If you would like to see Franklin Junction, go south from Clear Creek on Riley and get on State Route 73, which is double-lane. Come to the first place to make a U-turn — it's about a mile south of Clear Creek. After the U-turn you will be heading back north. Once you round a corner, look for a gravel pull off. Here you can park and walk through the old canal bed up to the tracks. Franklin Junction is to the north. To the south is the end of the line. It is hard to photograph at the junction because of the overgrown vegetation. Be very careful back here because there is not much room for you and the moving local.

IKO is the last industry WSMO-12 switches. When their work is finished, they back up to the west side of River. Go north on Route 73 and then forward onto Riley, turn left onto Second Street and cross the Lion Bridge to Park Avenue. Turn left on Chestnut Street to the tracks. This is a wonderful open shot in the afternoon when they are departing town.

Most of the folks of Franklin are very friendly people. If you plan to be on private property, just ask. Remember not to trespass on commercial property, unless you have specific permission to do so. Most businesses do not appreciate people with cameras on their grounds.

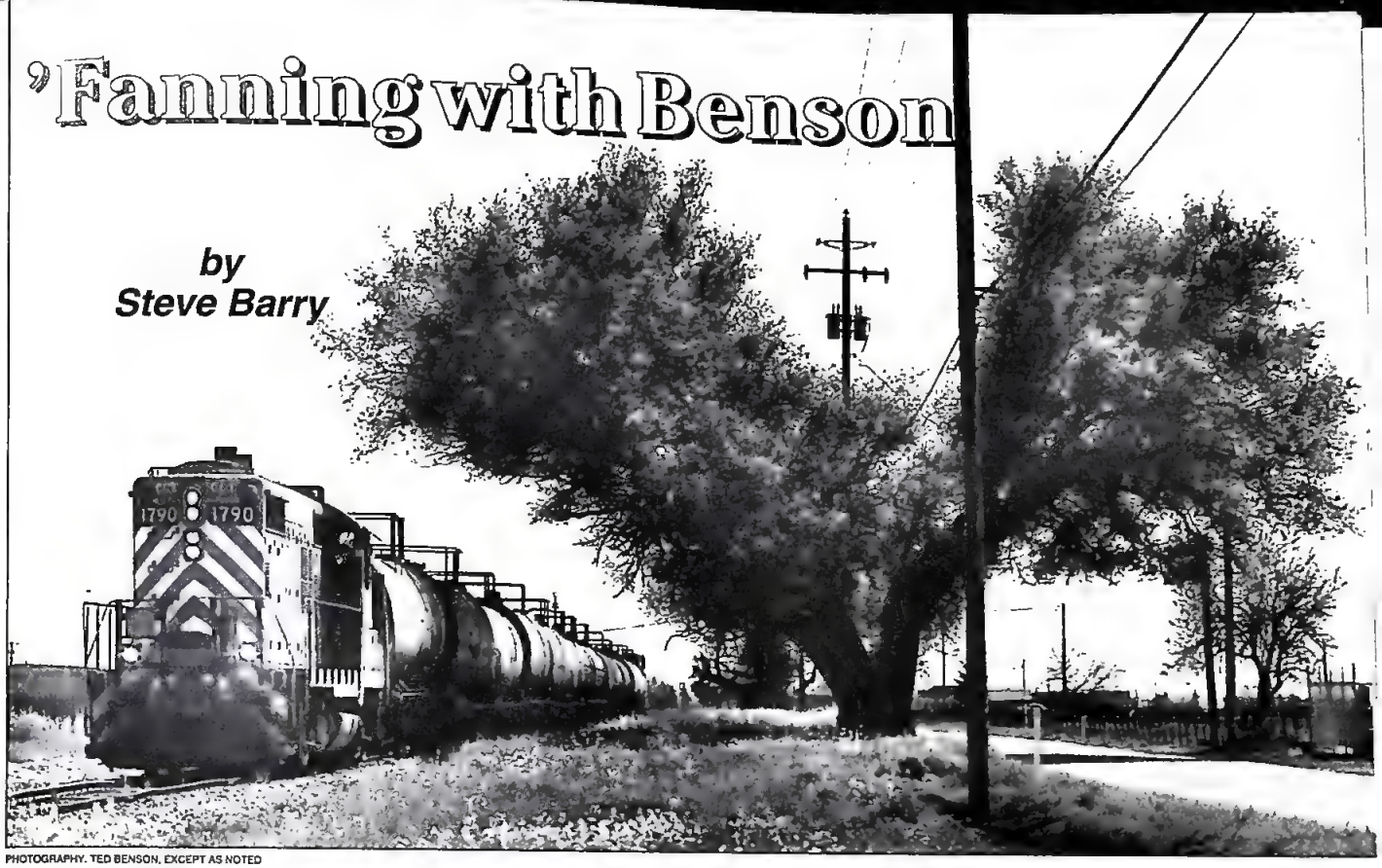
With the demise of Conrail this year, it will be pretty common for many fans to head out to Horseshoe Curve or other main line spots to shoot the last of the blue. Don't forget, however, that locals were a big part of the Conrail story. Consider coming to Franklin — or shooting your own Conrail hometown local — while you still can.

Thanks

I would like to thank my wife, Karen McClelland, and my brother, Patrick McClelland, as well as Mike Leach for all of their assistance in the development and research of this article — BRADLEY MCCLELLAND.

'Fanning with Benson

by
Steve Barry



PHOTOGRAPHY: TED BENSON, EXCEPT AS NOTED

What started out as two days of train chasing turned into lessons in photography and history

STEVE BARRY

IT WAS NOT THE MOST LIKELY PLACE I had expected to be when I first approached Ted Benson about spending a couple of days railfanning with him during my visit to California in March 1998. Here we were, sitting on the floor of the Fillmore in San Francisco, munching on apples, our backs against the stage. Conversation topics ranged from Merle Haggard's childhood along the Santa Fe in California, our upcoming adventure chasing the Central California Traction Company and the 20th anniversary tour of Emmylou Harris — trains, music, music, trains . . .

When it comes to this railroad journalism thing, some people are good writers and fair photographers, others are the opposite. Ted Benson of Modesto, California, could very well be the best at both. A photo-journalist by trade for the Modesto *Bee,* he brings an artistic touch to his photography and his writing not only captures what is happening but takes the reader there on an almost emotional level.

I had briefly talked with Ted Benson a few years ago when he came to New Jersey to do a show for EastRAIL. Otherwise, I knew him only through his articles and books. When I started working for Railfan in 1996, I had the opportunity to speak with Ted on the phone. But when I planned to attend Winterail '98, Ted and I started exchanging phone calls and e-mails, planning a few days of fanning together. Time would not permit a run down to Tehachapi Loop — Ted had Winterail commitments leading up to the weekend of March 14th and I had magazine commitments the week after — but we settled on doing a couple of California short lines. The natural choice was the Sierra Railway,which Ted has photographed and written about countless times over the years. Despite the change from Baldwins to a GP9, "the Sierra is always good for a surprise," Ted had told me. The second choice was the Central California Traction Company, a short line, rumored to perhaps be on its way out, using GP18s and a real red caboose . We were hoping to free up time to do another half-day at some point, perhaps in the Bay Area.

ROCKIN' AND ROLLIN' *north of the old Peltier station, Central California Traction GP18 1790 leads the northbound Sacramento local through a refreshingly rural backwater of the great central valley on March 16, 1998. Lineside trees have been trimmed to the specifications of utility providers. Along the Sierra Railway, Ted Benson has just captured yet another classic shot near Warnerville* ***(left).***

BONDS TO THE PAST: *CCT's interurban heritage lives in part in this trolley rail bond found on the Lodi Branch between lodi Junction and Boyd siding* ***(right)****. It's been 50 years since CCT ran electrics. It's attention to details like this that makes the hobby rewarding, combining history, photography and today's rail scene. Photographer Benson snaps the photo, preserving yet another piece of California's traction heritage* ***(below)****.*

some cases, we walked up hillsides for panoramic vistas and sometimes I stopped walking because the train was "right there," but Ted continued climbing, stopping at the last possible moment to capture the train framed by rugged trees (see the cover photograph).

The history lesson came as we chased the train along. Ted pointed out the original Sierra alignment, abandoned in 1899. We rode across the right-of-way of the Hetch Hetchy Railroad and shot the train at Hetch Hetchy Junction where yours truly, in all his gracefullness, fell into a creek (granted, it was only an inch deep).

Upon arrival in Oakdale, the crew cut No.46 off the train and pulled down next to the shop, providing an impromptu three-unit line-up. Once again, much Kodachrome was exposed, and once again Ted bemoaned not having his black & white cameras with him. The chase back to Chinese and on to Standard yielded many more shots and many more lessons. Eager to show me all aspects of a Sierra chase, we even made a couple of quick stops at the House Boat mini-mart near Don Pedro Lake.

Winterail commitments kept us from getting out again until Sunday, when the two of us, along with Dave Styffe, were heading into San Francisco to catch country-rocker Steve Earle at the Fillmore. We had hoped to get into the city in the afternoon and shoot some cable cars before the concert. Arriving at Ted's house, however, found him busy getting the lawn mower ready. That's yet another side of Ted — family man. I had the chance to meet his wife Liz and their youngest daughter Amy. Family first, so with Ted merrily cutting grass, Dave and I headed over to Riverbank and photographed BNSF action before returning to join Ted and Goldie for the run into Frisco.

A traction remnant

Monday, March 16th, the day after the Steve Earle concert, Ted, Dave and I headed up to Lodi to chase the Central California Traction Company. No longer a traction line, this railroad connects Stockton and Sacramento, but

STEVE BARRY

rumors persist that the line may be closed and all its customers served by the parallel (and two-thirds owner of the CCT) Union Pacific.

Ted started shooting the CCT back in 1966 during trips to Stockton. Back then a lot of the road's operations were at night, especially on the Sacramento end, making photography difficult. As the 1980s began, however, the CCT started working more daylight operations. With the railroad so close to home, Ted admits that he often took it for granted. Feeling guilty about it, he went on a photographic rampage in 1985 — and then stopped shooting it altogether. For 13 years not a single frame was exposed on the CCT by Ted, and this March day in 1998 was the day the drought would end.

Today I was outnumbered — both Dave and Ted were shooting black & white, leaving me as the lone Kodachrome user. It was interesting, once again, to watch these two "work the light" for black & white. And while I thought I did pretty well, photographically speaking, on the day, when I compare my slides to Ted's prints, it's obvious he "sees" things I usually miss. Case in point — the shot of CCT GP18 1790 crossing the Consumnes River (**page 46**). I stopped walking along the trestle about where the second tank car is and took my shot from there, a very clean shot of the train on the bridge. But Ted continued on, and got the shot with the trees and debris as part of the picture and added, I feel, quite a bit of character to the shot. Lessons learned . . .

At our first stop at Lodi Junction, Ted found a link to the CCT's electrified past in the form of a trolley rail bond. He got down on the ground and took a close-up of the piece, an example of the many "details" he sees and captures. I also noticed the two black & white shooters weren't hampered by the boundaries us color-only photographers put on ourselves. Quite often, less than optimal lighting conditions (at least as far as color is concerned) bring out the best in black & white. Several times Ted stopped Goldie at a location that was simply "on the wrong side of the tracks," but I could see how the contrasting light and shadows could make a very dramatic black & white image. In fact, my color from those locations didn't come out half-bad. If nothing else, shooting with Ted and Dave gave me an entirely nw perspective on lighting.

Our day wasn't all trains, either — after getting the aforementioned bridge shot, we let the train continue into Sacramento while we stayed in Wilton, partly because Ted spotted "Steve's First Class Second Hand Shop" along the road and had to get a photo of your editor in front of it. Ted then spent time going through the shop and the adjacent antique store, thoroughly enjoying the respite from the rails. There's more to life than trains . . .

I started this trip heading out with one of the truly great rail photographers. Ted Benson is one of the class acts in railfanning. I learned a lot about lighting and rail history and music and California. And by the time it was all over, I had finished the trip with a friend.

At the Fillmore, Ted, Dave and I are standing with our arms resting on the stage, at the base of Steve Earle's microphone. At the conclusion of the song, Steve steps from behind the mike and comes to the edge of the stage. His guitar is literally hanging over our heads as he plays the introduction to one of his signature songs, "Someday." Ted and I go wild and Dave is really enjoying the sounds. Railfanning with Benson — I'm not going to forget this very soon.

***THE LAST HOUR** of sunlight finds R&R editor Barry admiring the spartan lines of CCT 1790 as the Sacramento local pauses for a quick piece of business before heading home to Stockton. Storm clouds gather at dusk as CCT caboose 24 clicks past the crossing gates at Eight Mile Road, the former site of Blacklands station in the CCT's salad years **(below)**.*

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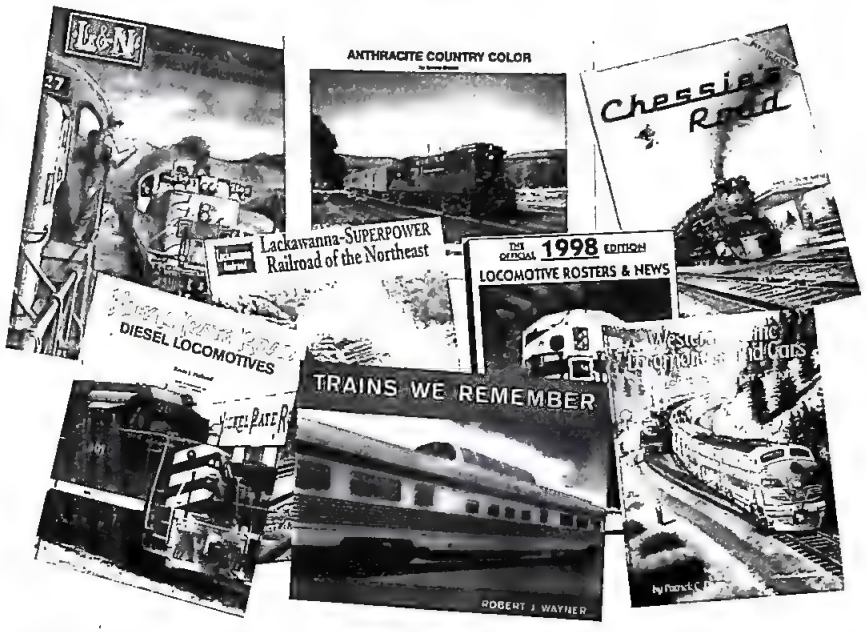

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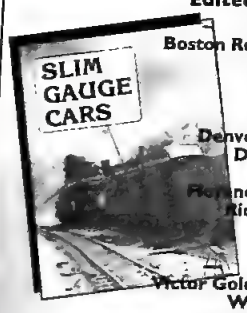

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ON THE MENU

by JAMES D. PORTERFIELD

Terminal eateries

THE LOS ANGELES Union Passenger Terminal, its completion in 1939 making it the last great train station built in the United States, remains one of America's treasured urban rail centers today. Preservationist Janet Greenstein Potter, in her book *Great American Railroad Stations*, describes it as "a design that both expressed the city's Spanish Heritage in its overall style and conveyed modernity through its layout and Art Deco details." Current owner Catellus Development Corporation adds "Streamline Moderne" to this list of the station's architectural styles, and has undertaken a thorough restoration of the landmark, a restoration that is intended to "maintain its architectural integrity while revitalizing it with the addition of new services and amenities."

Part of that project's first phase, completed in December 1997, includes the arrival of TRAXX Restaurant at Union Station, a restaurant and bar that both captures the glamour and excitement of a bygone era of grand train travel and complements the hustle and bustle associated with today's arrival and departure of Amtrak inter-city Superliners. The restaurant's decor, with its discreet wall lamps overlooking linen covered tables set with crystal and china, creates a scene entirely reminiscent of fine rail dining. Taking full advantage of the Terminal's setting, TRAXX offers three separate dining areas — an intimate restaurant with views of the open-line kitchen; concourse seating under the Terminal's dramatic 50-foot arch and a courtyard, shaded by a canopy of jacarandas in the newly landscaped North Patio.

Executive Chef Tara Thomas, a rising star on the restaurant circuit of Los Angeles' emerging Downtown Renaissance, has created a menu inspired by the station's spectacular architecture as well as by its link to railroading's golden era. "It's very exciting to be in Union Station, the gateway to the city," she says, referring to the fact that the Los Angeles Red Line, Metrolink, Amtrak and dozens of bus lines converge there. "My menu was designed to stay true to the travel-themed surroundings. I offer classic dishes with unique, new interpretations, interesting yet accessible, featuring flavors from around the world." Choices range from "small plates" — Ahi Tuna Napoleon with Crispy Wonton, Daikon Sprouts, Wasabi Caviar and Sesame Soy Drizzle — to "full plates," such as House Cured Pork Loin Chop Stuffed with Proscuitto, Rosemary and Figs.

For reservations, or more information, call 213/625-1999. Ms. Thomas can even cater events in the former Fred Harvey Restaurant, located elsewhere in the Terminal.

TRAXX RESTAURANT AT UNION STATION is now open at Los Angeles Union Passenger Terminal. The restaurant features fine meals served under the station's classic 50-foot arched ceiling.

New from Tex Wilson, creator of the "Workin' on th' Railroad" series of art prints (one of which commemorates dining cars), is a piece that honors the memory of an earlier station eatery, the aforementioned Fred Harvey establishments. Entitled *The Harvey Girls*, the print portrays the young women who staffed and made memorable the famous Harvey Houses along the Santa Fe's right-of-way. Scenes depict passengers detraining to enter a Harvey House, two waitresses greeting arriving guests, a tranquil dining room awaiting arrivals, a lunch counter busy to capacity, chefs at work in the kitchen, a Harvey Girl dwarfed by hot beverage dispensers, and the famous "cup codes" used to remind the waitresses what drink — coffee, tea, iced tea or milk — to set before each patron.

The Harvey Girls, available in either 18"×22" or 11"×14" black & white or color versions, was inspired in part by Tex's work on a mural for his hometown of Slaton, Texas, a division point on the ATSF located 16 miles south of Lubbock. "The town is also in the process of restoring its Harvey House," Tex writes of Slaton. "The

RAILFUN

by CURT KATZ

JUST ONE OF THOSE DAY'S...
G.E. CUSTOMER SERVICE... HOW MAY I HELP YOU?
MY TOASTER-OVEN WON'T TOAST.
MY CASSETTE PLAYER QUIT PLAYING.
I CAN'T GET THIS LIGHTBULB TO TURN BACK ON.
HOW DO YOU RESTART THIS STUPID P-32?!
I THOUGHT G.E. STOOD FOR "GREAT ENGINES"
CURT KATZ '98
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plans are to have a bed & breakfast upstairs where the Harvey Girls lived, to restore the lunch counter and serve breakfasts and lunches there and to install a railroad museum."

Also new from Tex is a note card whose design, like an earlier (and still available) dining car note card, draws from his original *Dining Car* art print. The new card, line art printed on 4½"×5½" flecked off-white recycled stock, is entitled "Dinner on the Diner" and is illustrated with the No.1 waiter enroute to table, silver service in hand, and an inset of the No.6 waiter calling passengers to dinner with his Deagan chime.

For a color brochure describing Tex's interesting and varied "Workin' on th' Railroad" prints and assorted note cards, snail mail him at 5211 Phinney Avenue North, Seattle, WA 98103; e-mail him at *texwill@wolfenet.com* or dial 206/784-4622.

Shameless II: Shortly after writing last month's column describing my recent good fortune, attributable in part to this column, I was contacted by Sue Webb of Holiday Vacations, a Wisconsin company specializing in hosted travel. "Would you host one of the company's Pacific Coast Train Tours?" she asked. "It's an eight-day trip that includes First Class accommodations on a run of Amtrak's *Coast Starlight.*" For those interested in joining me, the trip will originate with a flight to Seattle, Washington, on October 22, 1998. Two nights spent in Seattle will include a day of sightseeing and dinner on board the *Spirit of Washington* dinner train. We then board the *Starlight* on Day Three enroute to Los Angeles, where a motor coach awaits to take us on trips to the Crystal Cathedral in Garden Grove, the San Diego Wild Animal Park, a tour of San Diego landmarks and a cruise of San Diego harbor. After a leisure day for shopping or sight-seeing, a farewell dinner on Day Seven, we'll depart San Diego after breakfast on Day Eight (October 29th). For more information on this trip, whose price will include round-trip air fare to Seattle and from San Diego, call Holiday Vacations at 800/826-2266. It would make for some fun circumstances for us to all get together.

Whetstone Valley Express, in Milbank,

THE HARVEY GIRLS is a new print available from artist Tex Wilson. It is available in either black & white or color and in either 11"×14" or 18"×22". The drawing was inspired by a mural the artist is painting for the town of Slaton, Texas, which is restoring its Harvey House as a bed & breakfast and railroad museum.

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South Dakota, may have the shortest run schedule among America's dinner trains. A Ride 'n' Dine that boards at Lake Farly Station in Lake Farly Park, it runs only during a local railroad festival, this year announced for August 8th and 9th. Tickets for the dinner train operation, which includes Pizza Train runs on August 7th, go on sale June 1st. Call 800/675-6656 for information and reservations.

Noted in Closing With Sadness — the passing of Jake Szarwark. Greg Lawson, a reader in Michigan, called recently to tell me Jake died, too young at 59, on March 2, 1998. Jake was the unintentional subject of my first column for this magazine (January 1993). I'd gone to Elkhart, Indiana, for a book signing at the national New York Central Railroad Museum there and planned to review Clara's On-The-River, a then-new restaurant set in the former Michigan Central Railroad depot in nearby Battle Creek, Michigan (eventually published in March, 1993). Before any of that happened, I encountered Jake at breakfast in his Jake's Junction restaurant, set mostly in the Museum's passenger equipment. A gregarious fellow who was a fast and loyal friend, Jake took to heart his duty to uphold the tradition of Central-style dining. His menu featured several New York Central dishes, including a baked cinnamon apple built around hand-picked Rome apples from the same Galien, Michigan, orchard the New York Central System bought from in its heyday. Sitting, as you were, at a four-seat dining car section in a streamlined observation car, just across former Water Level Route tracks in front of Elkhart's fine station, freights drifting back and forth on the busy main line, you could not escape the sensation of being on your way somewhere. One hopes Jake handed down to someone the recipe for his cherished Oatmeal & Raisin Pancake, which he proudly proclaimed held but "one gram of fat, no cholesterol, 32 calories." It would be a fitting tribute to Jake's passion for being a chef.

RAILROADIANA

What's New?

One of those reference tools that you just can't do without has been updated and is better than ever. Altamont Press has released **California Region Timetable No.9,** the 22nd of its Railfan Timetables. Sized and formatted like an employee timetable, the 4"×10½" 104-page book is chock-full of information and will fit easily into your back pocket or camera bag. Inside are track and station listings for UP, SP (still listed separately, as operations haven't been integrated into the UP system yet), BNSF, NWP, California Northern, San Joaquin Valley and a variety of smaller short lines, as well as passenger operations of Amtrak, Caltrans and MetroLink. Important features such as tunnels are listed, as are defect detectors. Full-color maps highlight Cajon Pass, the Tehachapi Loop area and several cities, and another map gives a complete overview of the state. Radio frequencies, train symbols, locomotive rosters and passenger schedules are among the other odds 'n' ends found here. Rob Carlson of Altamont Press handed me a review copy at Winterail, and it immediately went into my back pocket for the duration of my stay in California. If you're doing any railfanning in the Golden State, you must have the *California Region Timetable* with you. It's available for $16.00 plus $1.50 shipping from Altamont Press, P.O. Box 754-W, Modesto, CA 95353.

Also available from Altamont Press is **Jim Hawthorne's Original Trains, Tracks & Trolleys,** with the long subtitle

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of *A Railfan's Pocket Diary of the First 100 Years of Historical "Firsts" in the Wonderful World of America's Rail Services.* With the same 4"×10½" size as the Railfan Timetables, this book has 104 pages of fun facts. If you've ever wondered when the first snack bar car went into service, what the result was of the first train/plane race or when the Official Guide was started, this book is for you. You'll even get the story of "Mr. Skinny." The book is available for $14.00 plus $1.50 shipping from Altamont Press at the above address.

Roster resource

Yet another of those "indispensible" items has come across our desk. **The Official 1998 Edition Locomotive Rosters & News** by James W. Kerr is available and this year's book includes 883 rosters of North American railroads and museums. Starting with Winamac, Indiana's, A&R Line and finishing with Arizona's Yuma Valley Railway just about every locomotive in operation is listed somewhere in the pages.

The book arranges railroads alphabetically, with museums interspersed among the railroads. Each line of information includes the locomotive number (or a range of numbers, if all the information for each unit is the same), number of units, builder, model,

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horsepower and year built. For non-diesels, the model column says what kind of locomotive it is (steam, electric, motorcar, etc.) and steam locomotives have their wheel arrangement substituted for the horsepower. The year built column reflects the year of the most recent rebuild if a diesel has undergone major improvements that substantially changed its horsepower or potential years in service. The Union Pacific roster lists the heritage of locomotives next to the road numbers. Burlington Northern and Santa Fe are still listed separately, but a footnote shows the combined BNSF numbering scheme.

Following the basic roster is a list of all locomotives leased by the railroad. Gaps in locomotive numbering sequences are listed in the footnotes.

Every year this book gets more accurate, and my biggest beef with last year's edition has been addressed — last year, many of the historical societies with no permanent home didn't have their collections listed, but this year finds groups like the United Railroad Historical Society in the book (although the Anthracite Railroads Historical Society is still missing). And since museums very often have locomotives from a variety of railroads, the the road the unit is painted for is listed next to the number.

This book measures 4"×6¾" for easy storage in a camera bag. You might consider ordering two — one for the field and one for the slide sorting table. It costs $19.95 plus $3.00 shipping from DPA-LTA Enterprises, Inc., P.O. Box 3000, Champlain, NY 12919-3000. It is also available through Carstens BOOK DEPOT (**pages 50-51**).

Book reviews

Anthracite Country Color by Gerard Bernet, from Railroad Avenue Enterprises, P.O. Box 114, Flanders, NJ 07836-0114; softcover, 48 8½"×11" pages, horizontal format; $19.95 plus $2.00 shipping.

A number of fine books have been issued through the years on the railroads of the Anthracite region of Pennsylvania, many of them in color. Not many, however, can match *Anthracite Country Color* for excellent reproduction combined with affordability. From the cameras of Bruce and Arch Kantner we get a colorful tour of the coal-laden mountains sandwiched between Reading and Scranton.

This book is a testimonial to why Kodachrome rules. The color in these photos, most of which were taken 40-plus years ago, has held up well over time. The reproduction of the photos is simply outstanding, and most are run large.

Now for the good stuff — the book is arranged by railroad, starting with the Jersey Central. We get a nice overview of the Jim Thorpe yard, see tangerine-and-blue "baby face" Baldwins and a smattering of steam. Moving on to the Lehigh Valley, we see an FA2 on a freight through Lehigh Gap, PA's pausing at the Jim Thorpe station, a doodlebug, an RDC and a chunky 2-8-2. The third road is the Pennsylvania, with an H9s shifting in Pottsville, Baldwins galore and an ore drag with a pair of 2-10-0s on the front and two more on the back. Moving on to the Reading, there are views of a Reading FT on a passenger train at Hamburg, RS3s working away and a brightly painted FM Trainmaster on a demonstration tour.

The book includes a couple of maps on the inside covers and a discussion on anthracite to put things in perspective. This is one outstanding and affordable book. And at under 20 bucks, it will be a nice addition to everybody's library — S.B.

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ANNOUNCEMENTS

HUGE RAILROAD Antique and Collectibles Show and Sale. August 9th, Buena Park Hotel, 7675 Crescent Ave., Buena Park, Southern California. Behind Knott's Berry Farm, 160 tables, 10 A.M. to 4 P.M., $5.00, kids free. Information: 909-681-4647. Don't miss it! 898

CHARLOTTE, NORTH CAROLINA, July 11, Southeastern Railroadiana Collectors Third Annual Railroad Collectibles and Model Train Show. Metrolina Expo Center, 7100 Statesville Road, 9 A.M. to 4 P.M. Admission $4.00, under 13 free. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 798

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MANLY LINES: Sydney tramway. 11x8 72pp., photos, maps. Isolated portion of Sydney, Australia, streetcars. Last book in series. $21.95 pp. The Map Factory, Box 12629, Seattle, WA 98111-4629. 798

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TRACTION PUBLICATIONS by Joe L. Diaz

New York Transit Memories by Harold A. Smith, compiled and Published by Quadrant Press, Inc., 19 West 44th Street, Suite 707, New York, NY 10036; $16.95 plus $2.00 shipping; perfectbound, 8½"×11", 88 pages.

This is a marvelous look at many of the streetcar, elevated and subway operations in New York City in their heyday. Many of the numerous views have not previously been seen by most traction fans. Through 170 black & white photographs of above average reproduction there are many seldom seen scenes of operations from the past.

The reader is treated to many views of the Third Avenue Railway System operating in Manhattan, the Bronx, Long Island City and Westchester County. There are also New York Railway scenes in Manhattan, including views of the Eighth & Ninth Avenue Railway Company. There are also numerous scenes of the Third Avenue Railway in Manhattan, The Bronx and even Long Island City. Included are good views of the New York City and Brooklyn el trains and their operations. Brooklyn streetcars are seen across the borough, from the Manhattan terminal at the foot of the Brooklyn Bridge all the way to North Beach and even Canarsie. There is a brief look at Jamaica Central Railways and, amazingly, there is even a look at Richmond Railways, scenes rarely viewed. Included are the operations of the Staten Island Rapid Transit, along with many view of the Brooklyn Elevated railways. In fact there are many operational views of various lines rarely even seen. Many a viewer will be surprised with the content. There is just too much here to be individually noted.

This reviewer, an avid new York City fan and photographer feels treated to many new vistas. We certainly recommend this volume to any traction fan for lasting pleasure—JOE L. DIAZ. ⊖

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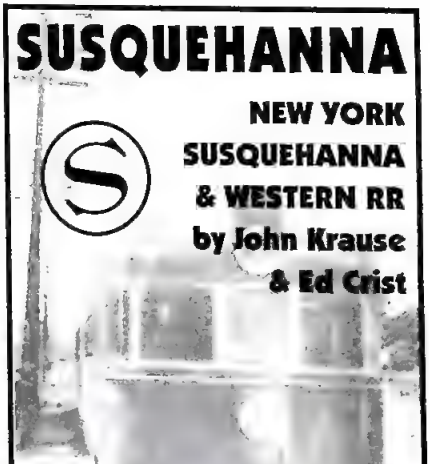

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TRANSIT CURRENTS

Dallas DART, Trinity

AS READERS OF THIS COLUMN over the years know, it took a long time to get the Dallas Area Rapid Transit light rail line in place. Now it is doing quite well. The annual ridership on all of DART's transit services in 1996 was 48.5 million; this rose to 67.1 million in fiscal year 1997. That's about 280,000 trips every weekday or up about 99,000 per day from 1996. The 20-mile light rail starter system moves about 34,000 passengers on an average weekday, which is above projections. Bus service is up from 150,100 riders on an average weekday in August, 1996, to 154,600 in August, 1997. The Trinity Railway Express between Dallas and South Irving is moving about 1300 passengers per weekday. DART's high-occupancy-vehicle lanes now move about 80,000 commuters on an average weekday.

DART is now preparing to expand its service. The next expansion of the system will be to Garland, Richardson and Plano. The DART board approved a $93.4 million contract with Kinki Sharyo to build 34 more light rail vehicles, with delivery beginning in mid-1999. The 34 cars are to be added to 21 cars to be delivered by the beginning of 1998. The north central extension to the LBJ Freeway is expected to open in 2001. The expansion plans call for service to Garland and Richardson in 2002 and Plano in 2003.

Wanting to give its passengers a better ride, the staff at DART is looking for compatible light rail cars it might lease or borrow for a time until its own cars are delivered. The present DART fleet consists of 40 LRV's. Communities are anxious to get in on the improved service, so there may be a major shortening of time for the opening of the extensions mentioned above. Thanks to Steven D. Siegerist for the information.

JFK light rail line

It appears that the construction of the light rail line to serve JFK International Airport in New York will proceed relatively quickly. The proposal is to link JFK with Jamaica, New York, offering the opportunity to transfer to Long Island Rail Road commuter trains to Manhattan or to a wide variety of places on Long Island. Jamaica also offers opportunities to transfer to several subway lines. There is a line from JFK to the Howard Beach station of the subway. The A train serves Howard Beach and, after operating across Brooklyn, runs the whole length of Manhattan Island. The reason this project is apt to move along is that it is a priority in Governor George E. Pataki's "Master Links" program of infrastructure development for transportation.

The light rail line between Jamaica and the airport will be 8.4 miles long. It will include a circulator serving the nine terminals and two remote parking areas. Rental car facilities will also be served. The branch to Howard Beach will serve the long-term and employee parking area. The new light rail line is expected to serve about 34,000 riders each day during its first year of operation. About a third of the riders will be air passengers and employees who will come to the system from off-airport points. The remainder are expected to be riders simply circulating within the airport facility itself. There is the expectation that the rail line will replace 300 vans and buses during the peak hours on the airport roads. The project will take four or five years to build and will cost $1.5 billion. The terminal circulator and the line to the Howard Beach subway station is expected to open in summer 2001. The line to Jamaica will take longer. For more information see the *LRT News,* Volume 12, Number 1, published by the Transportation Research Board, 2101 Constitution Avenue NW, Washington, DC 20418. Subscriptions to the newsletter are free.

Memphis trolley problems

Memphis Mayor Willie Herenton called the Main Street trolley and the new Riverfront trolley loop "one of the worst mistakes that we have made downtown." The complaint is the trolley ridership, while it doubled after the opening of the 2.5-mile Riverfront loop, is still not up to what consultants had expected in 1989. At that time it was expected that the line would move 1.9 million riders each year by 1991 and rise to as high as 2.8 million riders by 2000. In the fiscal year ended June 30, 1997, the Main Street trolley carried 555,597 passengers.

It was hoped that the cars would enliven the Main Street retailing area, which has deteriorated as much in Memphis as it has in most other cities; one of the more recent proposals is to open the street once again to automobile traffic. Many thanks to the kind person who did not sign his or her name when the information was sent.

Things go awry in Pittsburgh

One Pittsburgh problem in early December 1997, was the Monongahela Incline had to close down. The incline, which connects Mount Washington and the South Side area near Station Square, was forced to close briefly because the maintenance crew found excessive wear on the cable that lifts and lowers the two cars. Port Authority Transit provided bus shuttle service between Grandview Avenue at the top and East Carson Street at the base of the Monongahela Incline. About 2700 riders each day use the incline. It is also a very popular tourist attraction because it offers a terrific view of downtown Pittsburgh — it is particularly pleasant and spectacular at night.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Railway doing well

Meantime, Allegheny County Commissioners are becoming tightfisted. There are budget cuts in the offing for Port Authority Transit as well as the Community College of Allegheny County. Fare and tuition increases are being muttered about publicly.

The airport busway plan has been cut back significantly and hearings have been and will be held on the scaled-back plan. The labor contract between PAT and its employees expired in the midst of all the other difficulties, but it appears unlikely that the employees will go out on strike and negotiations continue.

The two big cities in Pennsylvania, Philadelphia and Pittsburgh, seem to have more problems than they deserve, mainly related to funding. There is a lesson in all this for some of us. Many thanks to Jim Cerny, our Pittsburgh correspondent.

Historic discovery near Baltimore

When the former Northern Central Railway (later part of the Pennsylvania Railroad, Penn Central and ultimately Conrail) right-of-way north of Timonium, Maryland, was rebuilt in 1996-'97 for Baltimore's light rail line extension to Hunt Valley, the work exposed several long-buried sections of stone-block track bed dating to the original construction of the Baltimore & Susquehanna Railroad through the area in 1834. The marble stones came from a lineside quarry near Cockeysville, itself an active limestone and amrble quarrying area since the late 1700s. The stones are grooved to carry the rail, most likely an early iron "T"-rail design. Several other stones which had been pulled out and discarded during the construction were rescued for donation to museums. Otherwise, these relics will once again disappear when the light rail line is eventually double-tracked. Thanks to Herbert H. Harwood, Jr., for the news.

Spaghetti streetcar

The Old Spaghetti Factory restaurant chain is headquartered in Portland, Oregon. Those of you who have dined at an Old Spaghetti Factory will recall that a streetcar is always situated in the middle of the restaurant. When the Spaghetti Factory closed its restaurant in Charlotte, North Carolina, it shipped all of the materials back to Portland, including the replica streetcar that was the centerpiece of the Charlotte operation.

In an interesting turn of events, the erstwhile car was given to the Oregon Electric Railway Historical Society (P.O. Box 308, Lake Oswego, OR 97054; 503/222-2226). The museum members are extremely

KODACHROME, HERBERT H. HARWOOD, JR.

STONE BLOCKS DATING FROM 1834, uncovered during the construction of Baltimore MTA's Hunt Valley extension along the former Northern Central right-of-way during 1996-'97, are visible as a train passes through Timonium, Maryland, on April 6, 1998. Many of the blocks removed during the project have been donated to museums. The remaining blocks will be buried once again when the light rail line is double-tracked.

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Request For Interest

Notice is hereby given, that the United Railroad Historical Society of New Jersey, Inc. (URHS) will be rebuilding the Hickory Creek, observation-lounge-sleeper railcar, built in 1948. This car will be used on excursion trains and charters on Amtrak to benefit the restoration of the railroad rolling stock collection being preserved for the future New Jersey Railroad & Transportation Heritage Center.

Work required under this Request includes: Exterior Reconstruction & Sheet Metal Work, Painting & Lettering-Exterior, Window Replacement, Reconstruction & Painting-Interior, Replacement of Lavatory Facilities, Brake System Replacement, 40 year truck (Wheels, Springs, etc.) rebuilding, Couplers & Draft Gear replacement, Electrical Power Distribution Design and Application, Generator, Fuel Tank, Air Conditioning Replacement. All of the above to be accomplished at a location in New Jersey according to specifications to be provided.

All interested parties must be pre-qualified by URHS end have existing examples of managing similar projects over the last five years and maintaining & operating cars per Amtrak and NJ Transit specifications. A detailed list of interested party's present customer base must be submitted with a written explanation of experience managing all phases of a similar project.

Interested parties may contact Mr. Walter Grosselfinger of U R H S at 732-671-9644 or Fax at 732-671- 4034, to obtain more detailed information.

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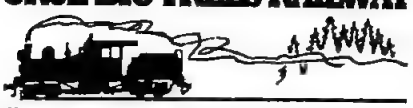
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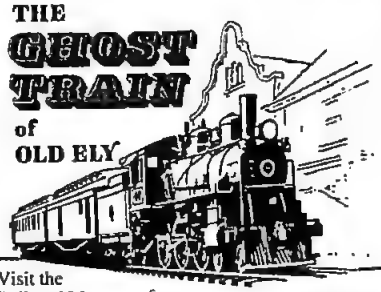

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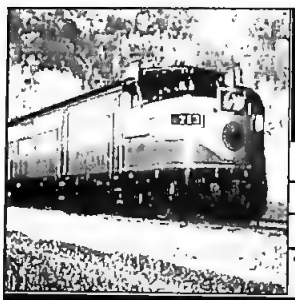

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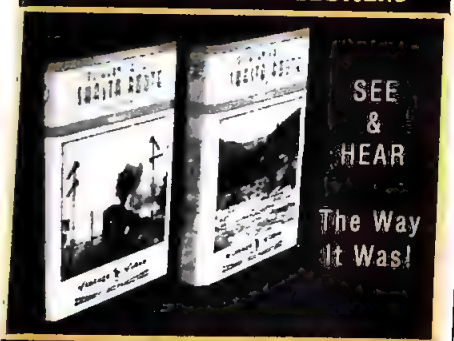

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Welcome to Railcamp

THE NATIONAL RAILWAY Historical Society, in cooperation with Steamtown National Historic Site and the University of Scranton, will be holding Railcamp 1998 at the Pennsylvania museum from July 19-25, 1998. The week-long program, according to the NRHS release, will be "an exciting pilot project designed to provide background in rail history preservation, railroad operations and transportation career opportunities to high school students." Students will be housed in the dormitories of the University, which is located within walking distance of Steamtown. Counselors will come from the ranks of the NRHS, and instructors will be National Park Service rangers.

On the grounds of Steamtown, students will be shown the operations of the roundhouse, carpenter shop, locomotive shop and dispatcher's office. Students will also be taken off-site to Johnson Technical Institute, where various industrial trade skills, including many used in historic restorations, will be shown. An Operation Lifesaver course and a Scranton/Wilkes-Barre Red Barons baseball game are also part of the activities. Tuition for the week, which includes meals and lodging, is $495 per student.

The rail history movement is always in need of young people interested in preserving the past. The NRHS has recognized that the seeds for the future of the movement need to be planted now. Many NRHS Chapters are paying the tuition for a student to attend the camp. Railcamp is open to high school students entering the ninth through twelfth grades in September 1998 (although there is some flexibility). A maximum of 40 students will be accepted for 1998's pilot program. For more information on Railcamp, contact your local NRHS Chapter or the national office at Railcamp 1998, National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547. Telephone requests can be made at 215/557-6606.

The human side

I've always been impressed with the way Ted Benson has been able to capture the personal, human side of railroading in both his writing and photography. It probably doesn't come much better than the way he related the people stories of the Amador Central in his "Amador Central's Silent Spring" in the October 1997 RAILFAN. Equally impressive are his photographs of life *inside* Niles Tower in his book *Echoes Down the Canyon*. Part of the reason he can accomplish what he does is that he gets to know the people of the railroad. Unlike a lot of people who *think* they know a lot more about the railroad than the employees do (and look at the workers as nothing more than an information source), I could tell from my brief encounter with Ted that he is a listener, and his demeanor is definitely unobtrusive. He sort of has a knack of blending in with any group.

When we chased the Sierra Railway to Oakdale, California, on March 11, 1998 (see PHOTO LINE, **page 36,** and the feature, **page 46**), a new crew was coming on duty to take the train back to Chinese. The crews had a quick informal meeting in the parking lot of

KODACHROME: STEVE BARRY

A CREW CHANGE MEETING in the parking lot of the Sierra's Oakdale shop on March 11, 1998, is dutifully recorded by photographer Ted Benson. By getting to know the people who work on the railroad, Ted has cultivated a respect and friendship that allows him to capture such moments without anyone even noticing he is there. This has allowed Ted to show all sides of the railroad's story in his photography.

EKTACHROME DAVE CROSBY SCRANTON PENNSYLVANIA

High Speed Service

NICKEL PLATE ROAD GP9 514 is once again back in black and yellow. Steamtown volunteers and restoration employees performed the work after a monetary donation from the Nickel Plate Road Historical Society made possible the purchase of the necessary paint and supplies. The unit was photographed on April 18, 1998, while powering Steamtown's regularly scheduled yard shuttle.

The first generation EMD is a Phase IV GP9 which was delivered to New York, Chicago & St. Louis Railroad in March 1958. The 514 was one of 107 GP9s delivered to NKP between 1955 and 1959. After N&W took over NKP in 1966, the 514 became N&W 2514 (although never painted N&W). The unit went to the Steamtown Foundation in 1985 (part of the deal that sent N&W 2-6-6-4 1218 to Norfolk Southern) where it was repainted into NKP colors for a year. In 1987 it was painted as DL&W 514 (see RAILNEWS). Now, for the third time, NKP 514 is back in its original colors and will fill in for regularly scheduled steam when needed — DAVE CROSBY.

the Oakdale shop before some headed home and some got on the train. Ted, as is his custom, photographed the crews chatting, and it was obvious that nobody minded the camera (or the photographer). I wanted to photograph the meeting as well, but even though I was with Ted and had been introduced to all involved, I still felt a little awkward poking my camera into the group.

The lesson in all of this would be if you photograph a railroad on a regular basis, get to know the people involved. Treat them as if they were your personal friends, and they just might turn into that. The photographic opportunities that will open up, as well as the friendships, will make it all worthwhile.

Notes from Winterail

As a follow-up to last month's coverage of Winterail, the big railroad multi-media photography exposition held in Stockton, California, on March 14, 1998, we have a couple of additional items to pass on. First, the latest inductee into the Winterail Hall of Fame is Wilbur Whittaker. Wilbur wasn't planning on being in attendance at the event, but a lot of convincing by Winterail presenter Mike Pechner and others got him there.

The Hall of Fame award was started at Winterail '97 and the first inductee was Guy Dunscomb. The selection committee consists of Winterail producer Vic Neves, along with Ken Meeker, Dave Stanley and other Winterail "roadies." The award recognizes outstanding achievements of the pioneers of rail photography, and is seen as a means of giving something back to the photographers who have given so much to today's shooters. A permanent plaque at the Feather River Rail Society's museum in Portola, California, has the names of Guy and Wilbur on it, and a new name will be added year.

One other follow-up note from Winterail — we incorrectly credited Ken Meeker with producing a Winterail "Short." In fact, Ken's brother Bill Meeker was the producer of *Connection*.

X-ray notice from Kodak

A bulletin from Kodak that has appeared in our local camera shop is worth repeating here. There is a new piece of X-ray inspection equipment, the CTX-5000, being installed in major airports worldwide. This system will inspect *checked* baggage only. The unit performs two kinds of scans, the first being a general sweep which is harmless to film. The second is a focused high energy scan targeted at any suspicious looking items identified by the system in the first sweep (such as lead-lined film bags). If the second scan strikes unprocessed film, the film *will* be ruined. And lead bags will *not* stop the second scan from striking your film.

Your safest bet for your film when flying is to always pack it in your carry-on luggage. We'll address this important issue in more detail in the future.

Steve

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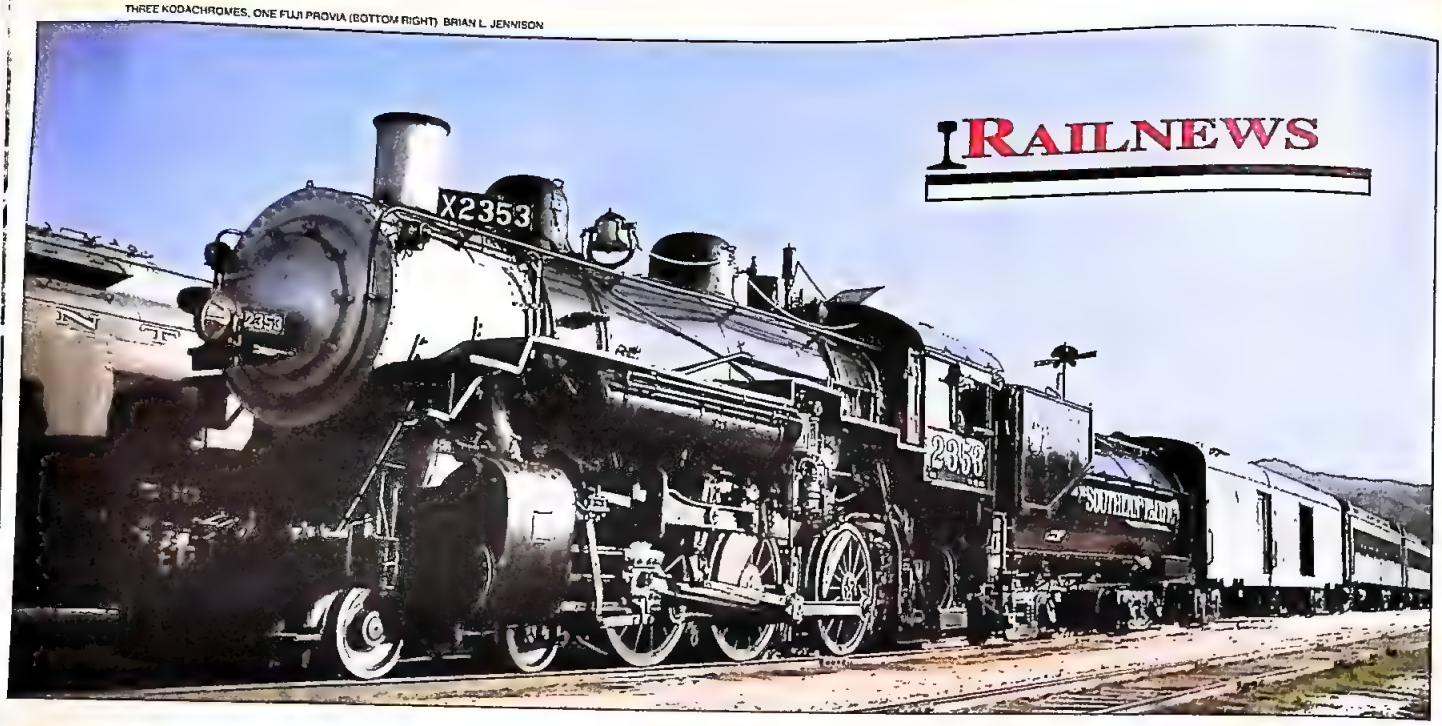
THREE KODACHROMES, ONE FUJI PROVIA (BOTTOM RIGHT) BRIAN L. JENNISON



VINTAGE SOUTHERN PACIFIC POWER was on the move in Baja California on Saturday, March 21, 1998, powering a fan trip on original San Diego & Arizona trackage. SP 4-6-0 No.2353, a 1912 Baldwin and now owned by the San Diego Railway Museum, was posed at Campo, California, (**above**) home of the museum. Earlier in the day the museum's SP-painted GP9r 3873 (nee-St. Louis Southwestern 3873, originally lettered "Cotton Belt") performed a runby above Redondo, Baja California, Mexico (**below**). The train was powered by the Geep from its origin at Tijuana to Tecate (**top right**), where the 2353 took over to pull to Campo. Later in the evening the 2353 and train made a run (**bottom right**) to the end-of-track at Miller Creek. Trackage between San Diego and Campo is

operated under lease by San Diego & Imperial Valley Railroad, which is RailTex's first short line property. The eight-mile Campo to Miller Creek section is operated under lease agreement by the San Diego Railway Museum — BRIAN JENNISON.

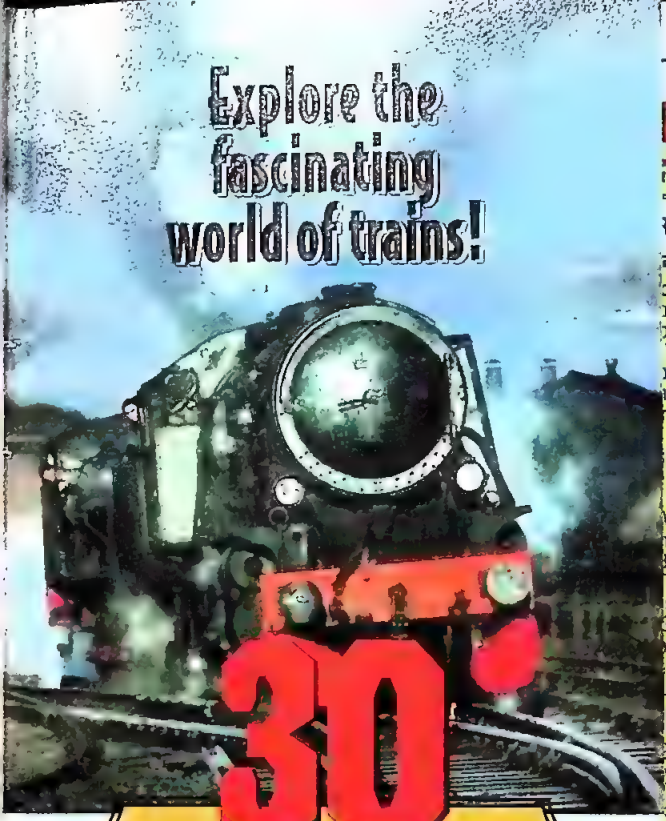
SAN DIEGO & ARIZONA

SOUTHERN PACIFIC

SUNSET FOR SUNSET TUNNEL

TWO TRANSPARENCIES, JAMES L. HICKEY

BNSF IS DAYLIGHTING TUNNEL No. 2, also known as "Sunset" tunnel. The 92-year old, 1930-foot, single track tunnel three miles north of Guernsey, Wyoming, is the only named tunnel of three located west of Guernsey, in Wendover Canyon and Guernsey State Park. The tunnel, which will become a massive cut after 900,000 cubic yards of fill are removed (equivalent to a 45-story building the size of a football field), is on BNSF's Canyon Subdivision, which runs from Guernsey west through Wendover and Orin to the Powder River coal fields. Expected surges in shipments of high-quality 8800-BTU coal from the Powder River Basin due to clean air regulations taking effect in 2000 led BNSF to initiate this ambitious project. The increase in coal traffic that moves via Guernsey over the next three years is estimated at 75 percent, or a jump from the line's present average of 26 coal trains per day to 38. Also a factor in the "daylighting" were the continuous subsidence problems under the heavy axle-load coal trains and continuous inspection problems and resulting slow orders. To ameliorate the problems, tons of grout were pumped in year after year to try to stabilize the tunnel floor. The tunnel also had a lighting system installed, as well as drain fields and French drains leading to a tunnel-mouth pumping station at the west portal. Street lamps outside both portals also made the tunnel very un-photogenic. The track through the tunnel was scheduled to be out of service between April 1 and May 10, 1998. During those 40 days trains will use Stokes siding, which runs parallel to the main and has been extended 1.73 miles to a total of 3.17 miles. On March 31, 1998, the last day of operation for Tunnel No.2, a westbound coal empty (**top**) exited the west portal while earlier in the day an eastbound loaded (**left**) exited the east portal as work continued overhead — JAMES L. HICKEY.



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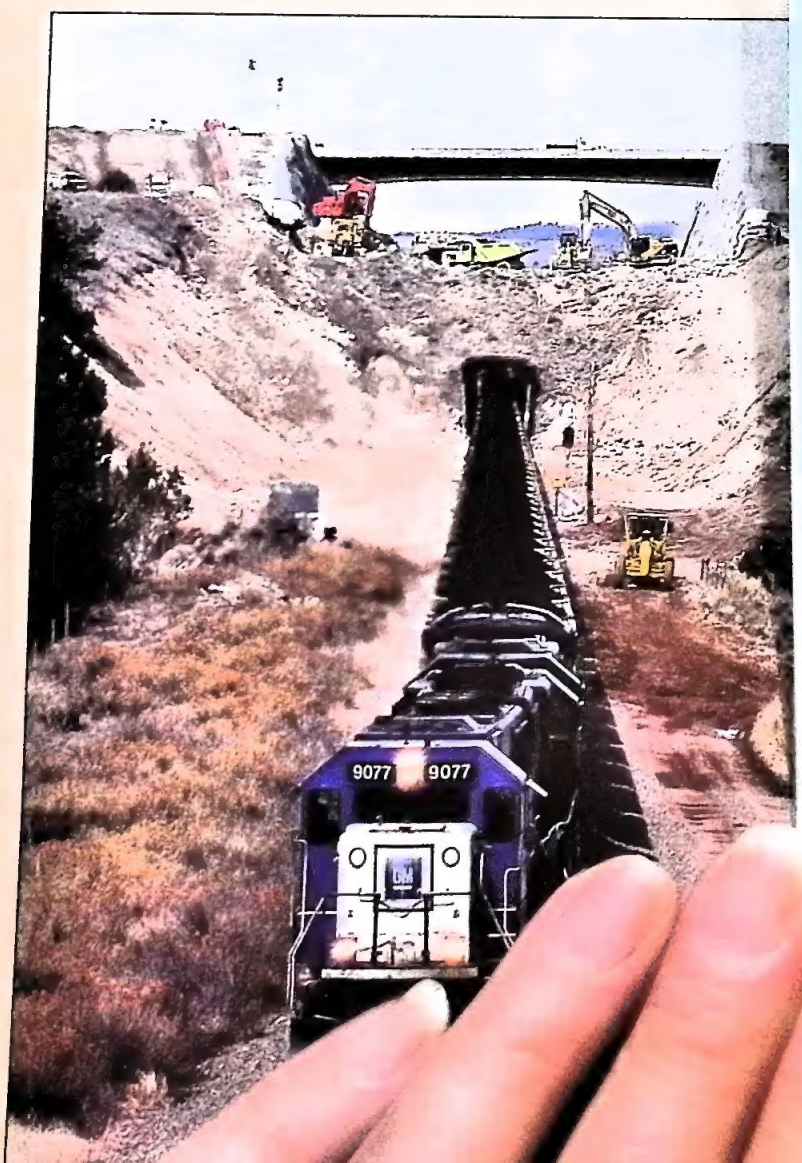

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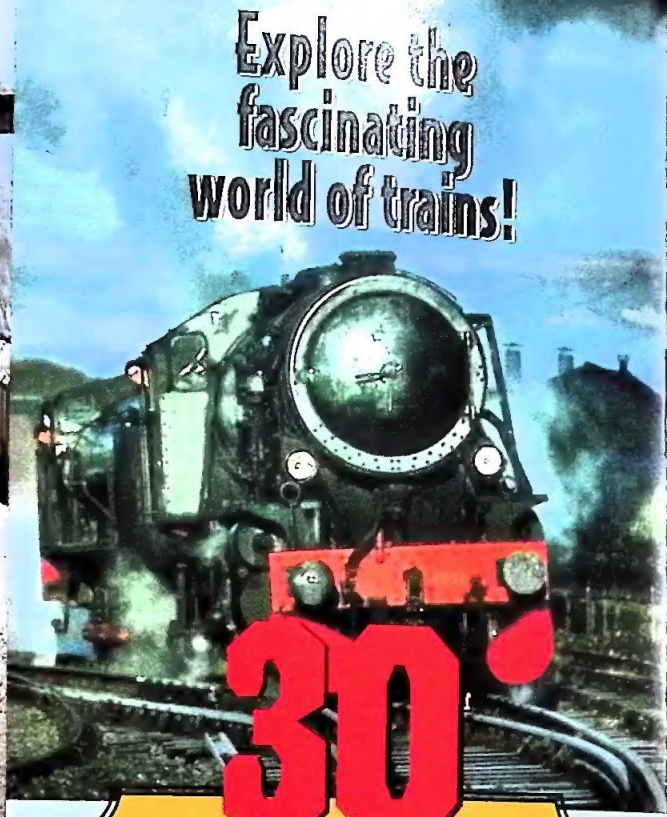

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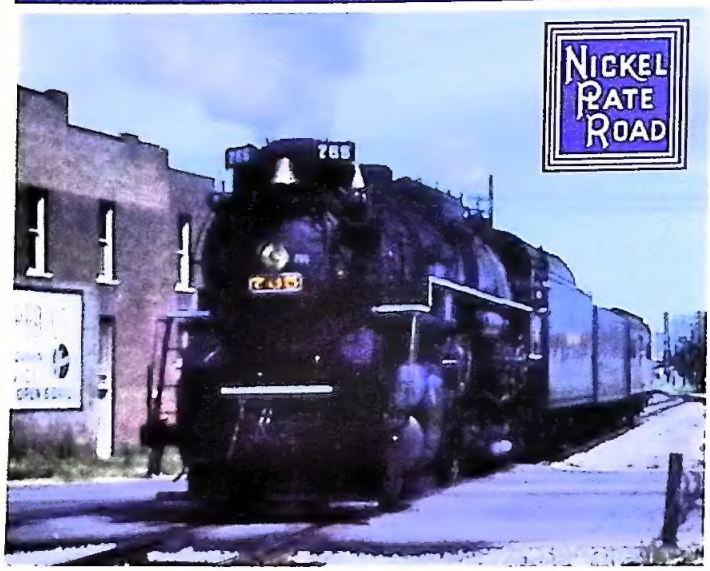

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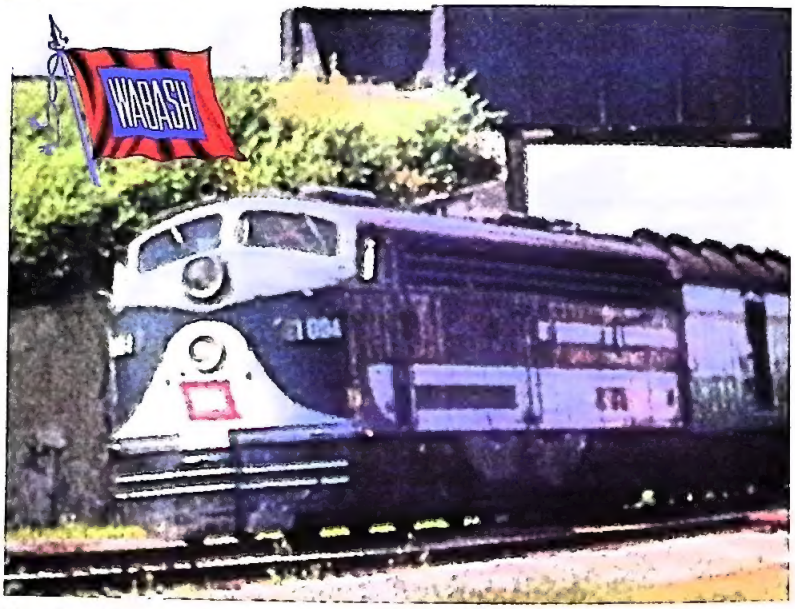

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